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Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, the 7th January 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

T. H. COWIE, Esq., *Advocate-General,*

THE HON'BLE ASHLEY EDEN,

A. MONEY, Esq., C.B.,

A. R. THOMPSON, Esq.,

V. H. SCHALCH, Esq.,

MOULVY ABDOL LUTEEF KHAN BAHADOOR,

F. F. WYMAN, Esq.,

BABOO JOTENDRO MOHUN TAGOR,

T. H. WORDIE, Esq.,

AND

BABOO DIGUMBER MITTER.

REGULATION OF LODGING-HOUSES AT POOREE

THE HON'BLE ASHLEY EDEN moved for leave to bring in a Bill for the better regulation of lodging-houses at Pooree. He said that it would be in the recollection of some of the members of the Council that a somewhat similar measure was introduced in 1867 and was subsequently withdrawn. He was not in the Council at the time the Bill was withdrawn, and he had no distinct knowledge of the causes which led to the abandonment of the Bill. As far as he could gather from the proceedings of the Council there were two grounds for the course adopted: one was in consequence of its having been stated by the hon'ble member on his left (Mr. Schaleh), as the result of his experience, that the lodging-houses at Pooree were not in such a state as to require a special law for their regulation. The hon'ble member, he observed, had said—

"He found that pilgrims were in the habit of putting up in well-known places, which seemed to be in a very fair condition, and were not under ordinary circumstances overcrowded; but when festivals occurred, not only those lodging-houses, but every house in the town, afforded accommodation for one or more persons, according to their means, and the great mass that flocked in, and the temples and other buildings were also crowded. The general opinion at Pooree seemed to be that there was no necessity for an Act of this nature to go into the details of the management of a lodging-house, but all that was necessary was to give magistrates power to prevent overcrowding, and the powers now possessed by the magistrate would be sufficient to provide for all measures necessary for purposes of conservancy."

The second reason was that urged by the Advocate-General, who was then in charge of the Bill; that the Bill, as originally introduced, had been so emasculated by the select committee that it was considered to be of no use, and there was very little in it which was not already contained in the provisions of the District Municipal Improvement Act: and the Bill was therefore withdrawn on the ground that it was just as easy to extend the provisions of that Act to the town of Pooree. Both of those grounds were, however, found to be untenable, for it was found not possible to extend the provisions of the Municipal Act to Pooree; and even if extended, it would not have the effect that was desired. Moreover, the description of the state of the lodging-houses at Pooree given by the hon'ble member was found not to be perfectly correct, as was clearly shown by the descriptions given in the special reports made by Drs. Mouat, Smith, and Stewart. The reports were not very pleasant reading; but for the

information of the Council, and as there clearly was some misapprehension on the subject, he would read a few extracts. Dr. Smith had spoken in his diary of Bullia Gooroo's house being the best lodging-house in Pooree. He would now read what Dr. Stewart noticed in his description of the same house in his diary kept during the late cholera visitation at Pooree:—

"On the 15th inspected Bullia Gooroo's lodging-house (which was spoken of by Dr. Smith as the model lodging-house), as also an adjacent one kept by a female named Phulzerree. One death from cholera occurred there to-day, in a pilgrim who was here three days. I measured the room, it was 15 feet by 12, had only one door; there were 11 beds in it; other rooms were quite full, and the people very much crowded. A strong urinous and fecal odour prevailed throughout: the atmosphere was oppressive and stifling."

"In the evening I went with the constable Muddoo Sing to inspect the place where another case of cholera was reported. It was in Bullia Gooroo's lodging-house; the entrance hall was thronged with people. I was told that pilgrims occupy every square inch of the ground, and at night there is no moving room. A strong urinous odour prevailed in the entire enclosure. In the back ground people defecated freely, and all the rubbish of the house lay heaped in corners unremoved."

"There was one room in this lodging-house (Phulzerree's) which is deserving of mention. Inside a person could hardly stand erect; the breadth was not over 6 feet; the length was filled up by a line of beds; the door was equal in size to the panel of an ordinary door; one could only creep in: it was 1½ by 1½ feet."

"Found that the backyards of this and other houses, lodging-houses (which I inspected), were freely used as privies, and that no attempt was made to remove the soil. Rubbish of all kinds filled the courtyards, the rooms were unswept, and a sickening odour prevailed in all."

"Visited several muts; found them, as usual, very filthy; the backyards of all were covered with filth; some of the privies were the greatest abomination I ever saw; both urine and excreta were in every stage of decomposition."

"There were two wells in the house from which water is drawn for domestic use. There is also a very noxious tank close by, close to the well that I saw, about twelve feet from it, and on a lower level than the grounds surrounded. The well was a hole containing water, washings of a takoor; this hole was never cleaned; water sinks readily in the soil; the little stagnant water in it was loaded with rubbish and swarming with worms. The water of the well was drunk by Khetter Mohun and others. Native doctor Fackera Sing saw this well with me."

"From this place I went to the police station, and then to Bullia Gooroo's lodging-house. Seen a woman down with cholera (a Bengalee pilgrim), attacked this day, 22nd June. Pilgrims were pretty full in the place. Went to the backyard; seen as follows: a well with privy enclosure 12 feet from it; the privy is on higher ground than the platform of the well; round about this platform of stone were excavations in the earth, which were deep urinals, the urine was unmistakable both in appearance and odour, and no one could gainsay that the state of affairs was as bad as could possibly be. Filth and feculence were abundant all about, for the backyard was quite a promiscuous privy. The soil, if removed at all, was gathered only to be buried in the place. It was said that the waters of this well were not drunk, this, however, I doubt very much. I was shown a well in an enclosure on the other side, the enclosure was surrounded by rooms for pilgrims, and it seemed as if this well was intended for them, and the well above alluded to for the pilgrims of that side of the house. However, this well is only separated by a wall from the filth of the yard behind, and there is a drain leading from it, which gave tokens of being used as an urinal."

"I visited the lodging-houses on the 27th instant, and found the usual over-crowding; the privy was covered with filth; cholera stools were apparent; among others two of the above patients were in the house, the rest were in hospital. A large well, about 50 yards from the house, was the one the pilgrims said they got water from, but used, they said, only for washing dishes, &c. The Nurindro water, they said, was what they drank. When I saw the well there were numbers drawing, they said for drinking purposes. It is without coping, and but slightly raised from the street, dust can freely blow into it. The streets are very narrow, scarcely four feet wide in some places, the houses on each side are raised on high plinths; the backyards and privies are on the same high level, the soil is loose black, permitting free soakage."

Dr. Smith describes the houses at Pooree as follows:—

"The houses are very faulty in a sanitary point of view. As a rule, each house is considerably raised on a masonry plinth from three to six or eight feet in height. Through this plinth runs a small circular masonry gutter, which communicates with the rooms in the interior of the house, and through the gutter passes fluid refuse and urine from the interior. Nothing can be more objectionable than this, and yet this system obtains in the case of every house in Pooree."

Noxious ooze is continually trickling from the opening in every plinth, down its front, to a sink or cesspit below. A more dirty or inefficient plan of sewerage or drainage, or whatever it be called, could not be imagined. Sometimes even within the plinth itself a dark, deep, open cesspool exists, a receptacle of indescribable abominations; and yet there are thousands of these in Pooree for ever evolving deleterious gases. In the front of each house is a small verandah, immediately below the floor of which is the gutter already described, the effluvia from which consequently emanate within two or three feet of those who sit in the verandah,—an ever present source of danger to health. The interior of each house consists, as a rule, of two or three small rooms, leading one from the other, looped with mud, and without any windows or roof ventilation. In these rooms pilgrims are crowded, until not an inch of space is left uncovered. The massing of human beings is something horrible; it exactly reminds one of sheep in a pen. It appeared to me almost wonderful that human beings could exist under such circumstances, the conditions being truly poisonous in character. Each room so-called may be described as a badly lighted den, in which ventilation is not only deficient, but altogether wanting; where the atmosphere is warm, close, stifling, and sickening, and where human beings are crowded together in excess, being in direct contravention of every known law of health. What organic poisons may not be lurking in those loathsome places! What more favorable seed-plot could be devised for the generation of specific disease!"

Dr. Mouat's description was in similar terms:—

"In the lodging-houses they are crowded to such an extent, that I was shown one apartment, in the best pilgrim hotel of the place, in which eighty persons were said to have passed the night. It was 13 feet long,

10 feet 5 inches broad, with side walls six feet and a half in height, and a low pent roof over it. It had but one entrance, and no escape for the effete air. It was dark, dirty, and dismal when quite empty, and must have been a pest-house during the festival. In this house, in a similar room, occurred the first case of cholera of the last outbreak. If this be the normal state of the best lodging-house in the broad main street of Pooree, it is not difficult to imagine the condition of the worst, in the narrow, confined, undrained, back-slums of the town, for there are lower depths even in this abode of filth and corruption."

[To this passage the following foot-note is attached:—"This statement seemed to be so incredible, that the matter was subjected to direct experiments in the Alipore Jail, where it was found that 90 natives of average size could squat in a cell 10 feet square, and 120 could stand in the same space."]

* * * * *

The district superintendent of police also states:—

"I went into a house in the town this afternoon; about 45 pilgrims were putting up, men and women. The place had only two doors, no windows (one of the doors was locked). This place measured 12 by 20 feet, certainly not more; and in this place no less than 45 persons were crammed. The stench was overpowering, and the heat like an oven; no wonder the people were attacked with cholera; and unless some law is passed to prevent these pundahs overcrowding their houses with pilgrims, not only cholera, but other diseases, are sure to be generated."

Those were the opinions of three medical men describing the state of things since the former Bill was withdrawn. The subject was very carefully considered by Mr. Ravenshaw, the commissioner of the Orissa division, and he very strongly insisted on some measure being passed. The Bill before the Council had been prepared by Dr. Smith and Mr. Ravenshaw in consultation, and he thought that the object in view would be attained by it. He did not know that there was any necessity to go into the details of the Bill, which would be printed and circulated. He thought that the extracts quoted showed that the Bill was prematurely withdrawn on the previous occasion on the mistaken supposition that there was no great evil to be dealt with in regard to these lodging-houses.

MR. SCHALCH said the hon'ble member of the Bill had referred to him as to the remarks made by him on a previous occasion when the former Bill was under consideration. He had no very clear recollection of the state of things in the lodging-houses of Pooree. He remembered that he went over a great portion of the town with the magistrate of Pooree. It was in the year of the famine, and very probably at that season of the year the number of pilgrims was very much less than ordinarily. His impression was that, after consultation with the magistrate, he considered that although the houses might not approach that state of sanitation which a sanitary officer might deem necessary, yet, taking them in connection and comparison with the general mode of life of the natives, there was no reason to seek for greater powers of interference than the magistrate could himself exercise for carrying out all necessary precautions. Certainly the extracts which had been read did show a state of things which required correction; and very possibly, since the time to which he had referred, it might be that the number of pilgrims had increased, and better accommodation was now required for them. Under these circumstances he had no wish to object to the introduction of the Bill; he thought, however, that the committee should carefully see that interference was not exercised to a greater extent than was actually required.

The motion was then agreed to.

EMBANKMENTS AND DRAINAGE.

MR. SCHALCH moved that the Bill to provide for embankments and drainage be read in Council. In doing so he said that on a former occasion—in fact at the last meeting of the Council—when he moved for leave to introduce this Bill, he explained the circumstances which gave rise to its introduction, and the objects sought to be attained by the measure. He would now, with the permission of the Council, briefly refer to the details of the Bill; and in doing so he proposed not to take up the time of the council by referring to those portions of the Bill which merely re-enacted the existing law, but would draw attention to those parts of the measure which were entirely new in principle, or which contained alterations or modifications to a considerable degree; and it would be the easier for hon'ble members to follow him, because such portions only had been printed in *italics*, while the rest of the Bill, which merely re-enacted the existing law, was printed in the ordinary character.

The first point to which he would draw the attention of the Council was the definition of the word "embankment" as given in the 2nd section. It now included not only those works which naturally fell under the definition of an embankment, but also other works, such as dams, dykes, walls, groyues, and spurs, which were required or made for the protection of embankments, or of any land from erosion or overflow of rivers, tides, or waters. It had been found that these subsidiary works were so inherent a part of embankments themselves that it was necessary that the embankment officer should have the same control over them that he had over the embankments themselves.

The next section to which he would allude was the 7th, which would enable the engineer to construct new embankments where they were necessary for the protection of the country, and to dig out new channels for drainage. Hitherto the engineer had only power over existing embankments, but it had been thought advisable to give him similar powers over the drainage of the country. It had been found absolutely necessary that the powers now given should be exercised, though it would be under the same safeguards and after the same inquiries which applied to the powers exercised by embankment officers under the existing law.

In the 13th section there was a very important alteration. He mentioned on the former occasion how, under certain circumstances, it was found that very great loss and danger were incurred by having to follow the forms of procedure laid down by the present Act before the embankment officer could take action in certain cases when immediate loss to life or property was imminent. It was now proposed to grant him power to take immediate action in such cases, subject to certain restrictions. If it be found afterwards, on inquiry being made, that the causes which led to such action being taken were not sufficient, or rather that the works executed were not required, provision was made whereby the former state of things should be restored at the expense of Government. This provision would compel embankment officers to exercise great care in putting these powers into force, for Government would hold them responsible if these powers were exercised without sufficient cause. At the same time a further provision was introduced whereby, in consequence of these works, which were executed for the benefit of the general community, causing loss or injury to private individuals, compensation would be made for such individual loss.

Sections 16 to 22 were of a totally new character. They referred to the drainage of the country, and empowered engineers to call upon the proprietors of lands to keep clear the drainage of their lands. It had been found that the absence of such a provision in the existing law had led to great difficulties, and it was to be hoped that by some provision of this sort means would be taken at a comparatively small cost to remove obstruction to the drainage of the country, which, in the opinion of many persons well able to form an opinion on the subject, had been held to be one of the causes of the severe illness of an epidemic nature which prevailed in the districts bordering Calcutta. No doubt there would be cases in which the measures which could be taken under the provisions of these sections for carrying out such improvements would not suffice to effect a thorough system of drainage, and in such cases it might become necessary to have recourse to the provisions of the other Bill which was introduced by the hon'ble member on his right (Mr. Eden). At the same time it was thought that in a very large number of cases the action taken under these sections would suffice for securing at a trifling cost the thorough drainage of the country in the greater number of instances where obstructions had been created.

In section 27 there was a very important modification of the existing law. By that law the whole cost of the maintenance and repair of an embankment is thrown on the zemindar of the estate on whose lands the embankment lay, utterly regardless of the benefit it might confer on other estates. It frequently happened that an embankment protected not only the estate of the proprietor in whose land it lay, but also largely benefited other estates. But under the existing law the proprietors of these particular estates would escape all payment towards the cost of the maintenance and repair of those works. It was therefore proposed to introduce in this Bill the principle which had been accepted in the Act passed by this Council in 1866. That Act (VII. of 1866) provided for the payment of the cost of land required for embankments, and declared that such costs should be borne by all the proprietors who benefited from the construction of the embankment, in exact proportion to the benefit they derived from its acquisition. It was proposed now to introduce the same principle here, and instead of declaring that the actual owner of the estate on which the embankment stands should bear the whole cost of its maintenance and repair, all estates deriving benefit from the embankment should pay towards such cost in the exact proportion in which they benefited from the embankment. He (Mr. Scholch) thought he need say but little in support of this principle; and in these days, when the local Governments were required to defray by contributions from the general community of their provinces the cost of works of a local nature, it seemed to him that the cost of embankments and all such cognate works should be defrayed by those who alone benefited from their construction, and not by the general public.

Sections 28 to 34 incorporated in this Act the provisions of Act VII. of 1866 for apportioning the cost of land required for the construction of embankments. This had been done in view to bringing the whole subject in one enactment, so that the law might be seen at one view.

Section 36 authorized the infliction of penalties in cases of the unauthorized interference with embankments or drainage works. It had been found that great injury had been done by persons who for their own advantage had injured such works. Thus it often happened that proprietors of estates, rather than incur the expense of making sluices for properly draining their estates, caused breaches to be made, which caused serious injury to the lands of the neighbouring proprietors. But while more stringent punishment was proposed to be enforced for such offences, provision was made for affording greater facilities to proprietors for obtaining the construction of any new embankments or drainage channels.

Part II of the Bill, commencing with section 42, made provision for compensation for losses sustained by the exercise of the powers conferred by this Act, and a subsequent portion of the Part referred to the procedure under which land was to be taken for the purpose of making embankments. A great portion of these provisions was based upon the existing law for the acquisition of land for public purposes contained in Act X. of 1870 of the supreme legislature. He did not quite understand, when the Bill was first placed in his hands, why these provisions were introduced; and here he might observe that when the Bill was entrusted to him, the Bill in its present form was placed in his hands, and although he accepted cordially the general principles of the Bill, he could not hold himself responsible for all its details; and in this

case he was not quite sure whether the provisions of that Act could properly be incorporated in it, nor how far the Council could modify existing Acts of the imperial legislature. But he believed that the reason for introducing those provisions was that that Act made no provision for the acquisition of land on emergencies unless the forms of the Act had been previously gone through. He believed it was intended to provide a mode by which, in cases of emergencies, land could at once be taken up and the question of compensation subsequently determined. The provisions of the existing Act, it was believed, would not apply in all its entirety to the acquisition of land for the purposes of this Bill; and therefore it was thought expedient to modify them so as to meet the peculiar circumstances of the Bill.

Another section to which he would refer was section 84, which was of rather a sweeping nature, and conferred power to levy a fine on a village for injury to works constructed under the Bill where the offender could not be discovered. This section had been introduced at the instance of the Department of Public Works, who, notwithstanding their utmost endeavours, have been frequently unable to discover the offender in cases where severe injury had been done to embankments for the benefit of a village, regardless of the loss or damage which might occur to others. These offences had been committed with impunity, since the whole village combined to screen the offender. He thought it would require rather strong grounds to warrant the enactment of such a provision, and that the section would fairly call for the most careful consideration of the select committee; and even if such a provision were found necessary, he thought it should be confined within the smallest limits necessary to meet the emergency of the case.

With these remarks he begged to move that the Bill be read in Council.

BABOO DEGUMBER MITTER said that this was unquestionably a well-considered and a very desirable measure, and he subscribed to every word that had fallen from the hon'ble mover while applying for leave to bring in the Bill; and he readily bore testimony to the fact of many drainage channels having been closed by zemindars, either wantonly or for their own selfish purposes. The Bill, as far as he had been able to judge, had scrupulously respected private rights, while at the same time it had taken every precaution to protect public interests from being jeopardized by the acts of individuals pursuing their own selfish aims. And he entertained great hopes that with certain modifications, which no doubt the Bill would undergo in committee, the present measure, if carried out properly, besides furthering its immediate objects, would in a much greater degree contribute to check the ravages of epidemics, than the one which was avowedly intended for the purpose—he meant the drainage Bill.

The motion was then agreed to and the Bill referred to a select committee, consisting of Mr. Thompson, Mr. Robinson, Baboo Joteendro Mohun Tagore, and the mover Mr. Schach.

VILLAGE CHOWKEEDARS.

On the motion of MR. RIVERS THOMPSON the Bill to amend the Village Chowkeedaree Act, 1870, was further considered in order to the settlement of the clauses.

BABOO DEGUMBER MITTER moved the introduction of the following section after section 5:—

"In section 21 of the said Act VI. of 1870, the word "quarterly" shall be substituted for the word "monthly;" and in sections 21 and 26 the word "quarter" shall be substituted for the word "month," wherever such word occurs in the said sections; and in section 25 the word "thirty" shall be substituted for the word "seven;" and in Section 26 the word "fortieth" shall be substituted for the word "tenth;" and the said several sections shall be read and construed as if the words hereby directed to be substituted had been originally inserted in the room or the place of the words for which they are hereby respectively directed to be substituted."

He said his object in moving this amendment was simply to afford relief to the tax-payers as well as to the tax-gatherer. Instead of subjecting tax-payers to the annoyance of constant visits from the tax-gatherer, he would provide for quarterly payments, which would not only relieve the villagers, but would very much lighten the work of the tax-gatherer, as well as facilitate the keeping of accounts by the punchayets; and he did not see that it would in any way interfere with the proper working of the law.

THE ADVOCATE-GENERAL said that from such information as he possessed (independently of the practical inconvenience of considering at the last moment important amendments in a Bill which itself had for its object the amendment of a law already passed), he did not know that there was any objection to the alteration proposed, in favor of convenience to the tax-payers and convenience to the collector, of substituting quarterly payments for monthly. But as the whole of the amendments proposed were before the Council in one notice paper, he thought it would be most convenient now that he should point out what appeared to him the practical objection to those portions of the amendments proposed that did not apply specifically to the 21st section of the Village Chowkeedaree Act. As he understood the whole of the proposed amendments of the hon'ble member, he desired that while the instalments of the tax should be paid quarterly in advance, instead of monthly in advance, the period of delay, or days of grace, given under the 26th section of the Act, should be extended from seven to thirty, and that the period of which action might be taken on the part of the punchayet under section 26 should be extended from the tenth to the fortieth day of the quarter. Now he (the Advocate-General) could not see any reason or principle why, if this alteration from monthly to quarterly payments was to be made, any inconvenience would be caused by taking steps for the collection

of the tax within the period now prescribed by the Act; that was to say, within seven days after the instalment became payable; and why, under the 26th section, the punchayet, in the event of non-payment, should not be able to commence action for the enforcement of payment after the tenth day. Irrespective of that, he did not see that there was any material difference between the collection of the tax by monthly and by quarterly payments. Indeed, as regards the number of days of grace given to those amenable to the tax, he had to point out that if the alterations in sections 25 and 26, from seven to ten and from ten to forty, were introduced, the punchayet might be placed in a position of great inconvenience and difficulty. This was one of the instances of the extreme inconvenience to which the Council were put by the practice of introducing important amendments at the last moment. It was not possible to introduce amendments of this kind without very carefully considering how far they affected other provisions of the Bill. Let us compare the 25th and 26th sections, taking the alterations proposed to be made in those sections of substituting thirty for seven and forty for ten, with the 43rd, 44th, and 45th sections of the Act. Under sections 25 and 26, as proposed to be altered, the "payers of the tax" would have until the thirtieth day of the quarter to pay, and the punchayet could not take any steps whatever to enforce payment till after the fortieth day, and what they could do after the fortieth day would be to publish a list of defaulters, which would necessarily take up some time. If there was any meaning in the publication of this list, it was intended that it should be published for a certain number of days, greater or smaller. Then, under section 27, the collecting member of the punchayet was to issue his warrant for the enforcement of payment to the chowkeedar, and the chowkeedar was to proceed to put it into execution. Under the 44th section the chowkeedar might go before the magistrate on the 15th day of the month following the month for which his salary was due, which, taken in connection with the period of forty days, until the expiration of which the punchayet could not proceed to enforce payment of the tax, would give the punchayet only five days, and sometimes only four, to obtain the necessary funds for the payment of the chowkeedar's salary; and some time should be given between the time when they were authorized to enforce payment of the tax and the day on which the chowkeedar's salary was due, to enable the punchayet to issue a list of defaulters and warrants to the chowkeedar for the levy of the tax. Practically, it would be quite impossible for all that to be carried out within these five days: therefore the punchayet would have no answer to make why they had not taken steps to enforce payment; and, in fact, the only answer they could make was that it was impossible for them to have taken such steps within the time allowed. Therefore, when the Council came to the consideration of the amendments proposed in sections 25 and 26, he would propose that those sections should remain unaltered. In other words, that any person liable to pay should only have seven days within which payment should be made, and that the punchayet should take action immediately after the tenth day; that would give ample time to put them in a position to pay the chowkeedar and protect themselves from the unfortunate position in which they would be put from not being able to collect the tax within sufficient time to realize the amount required.

BABOO DEGUMBER MITTER said that he was quite willing to withdraw such portions of his amendment as might be found to clash with any portion of the Act, or to interfere with its proper working, and only to adhere to the amendment in sections 21 and 26, providing for quarterly instead of monthly payments of the tax. He would, therefore, beg leave to withdraw his former motion, and to substitute the following:—

"In section 21 of the said Act VI. of 1870, the word "quarterly" shall be substituted for the word "monthly;" and in sections 21 and 26 the word "quarter" shall be substituted for the word "month," wherever such word occurs in the said sections; and the said several sections shall be read and construed as if the words hereby directed to be substituted had been originally inserted in place of the words for which they are hereby respectively directed to be substituted."

MR. WYMAN said he thought that the remarks of the learned Advocate-General showed most conclusively the undesirability of introducing into a Bill once passed a new clause affecting more or less sections throughout the Bill. It almost became necessary in such cases to refer the Bill back to a select committee in order that it might be carefully seen that the alteration made in one section did not affect other sections; or, if it did, that those should all be carefully considered in connection with the original amendment. Although, perhaps, the proposition with regard to changing the period of payment from monthly to quarterly intervals was not in itself objectionable, yet, seeing that the principle was involved of the danger of some confusion arising in other sections, he thought it would be better to let the Act stand as it is, and he would therefore oppose the amendment on that ground. Besides, if the rate was made payable in quarterly instalments, it would be difficult for the punchayet to pay the chowkeedar's wages month by month: if the collections were made quarterly, he did not see how payments could be made monthly. On these grounds he would vote against the amendment.

MR. RIVERS THOMPSON said that, considering the opinions that had been expressed by the hon'ble member who had just spoken, he might have expected the hon'ble member to have voted with him at the last meeting of the Council, and allowed the Bill then to pass.

The amendment now under consideration was the amendment proposed in section 21 of the Act, in which the hon'ble member on his right proposed to substitute "quarterly" for

"monthly," so as to secure quarterly payments of the tax in advance. As the member in charge of the Bill, he wished to explain that it was from no want of consideration of the point that the Act provided for monthly instead of quarterly collections of the tax. The Bill originally contained a provision for the payment of the tax by quarterly instalments. When it was referred to the select committee there was a discussion on the question, and, if not unanimously, it was at least by a large majority, agreed that monthly payments should be substituted for the proposed quarterly collections, and the reasons given for the change were that, as the sums were so small, it would tend to regularity of payments, and be rather a convenience that the villagers should have to pay a monthly rate instead of larger sums by quarterly instalments.

These considerations led the committee to adopt that view, and the section was so framed by them and passed by the Council without discussion.

Then when the new Bill was introduced to correct certain inconveniences which had arisen from delay in the passing of the Bill, the hon'ble member got up at the moment when the question before the Council was whether the Bill should be passed, and pressed for the introduction of an amendment, not upon the Bill then under consideration, but in the Act which had been passed with the sanction of the Governor General. As the learned Advocate-General had pointed out, the amendment proposed in the 25th and 26th sections would be impracticable without entailing considerable difficulties in the collection of the tax, and as the hon'ble member opposite (Mr. Wyman) had stated, the introduction now of the amendment in the 21st section might possibly affect other sections of the law and create confusion and inconvenience. The particular objection taken by the hon'ble member would perhaps not apply, because the quarterly collections would be paid in advance, and the money for the payment of the chowkeedars' wages would be always ready. There was, however, no provision in the Act for the retention or custody of the money that would necessarily always remain in hand if a whole quarter's tax were levied in advance, and in the absence of any security for the proper application of the money, the sum, though small, would still be in the hands of some one, and there was then the risk of speculation and loss. He considered that on the whole it would be advisable to retain the 21st section of Act VI. of 1870 as it stood.

MR. SCHALCH said as a member of the committee on the former Bill, he might observe that he believed it was then agreed that all payments should be made monthly, and he retained that opinion only till the other day, when he had a conversation on the subject with the Commissioner of the Presidency division, who had taken special interest in the preliminary measures necessary for extending the provisions of the Act to his division. The Commissioner had urged very strongly that in his opinion, as the Act now stood there would be very great harassment to the tax-payers if they were required to pay these small sums monthly; and from the very fact of punchayets being required to keep elaborate accounts, much trouble would be saved by having them kept quarterly instead of monthly. He pressed the subject so very strongly that he (Mr. Schalch) felt inclined to alter his opinion. He certainly felt quite inclined to give his full support to the amendment as far as it was intended to convert monthly into quarterly payments. He thought that the learned Advocate-General had shown that there was a difficulty if the amendment was carried further so as to affect the 25th and 26th sections. He believed that the object of affording a longer period of grace for the payment of quarterly instead of monthly instalments was, because, if the instalments were payable quarterly, the villages would have to pay larger sums than if they had to pay monthly; but, looking to the fact that even the quarterly instalments would not be very heavy, he thought it scarcely necessary that any further period of grace need be allowed, and that the object of the Commissioner would be obtained by confining the amendment to the 21st section, and the substitution of *quarterly* for *monthly* in the 26th section.

So far from this alteration affecting, as the hon'ble member on his left (Mr. Wyman) feared would be the case, the security of the payment to the chowkeedars, it would, he (Mr. Schalch) thought, rather advance it: since the punchayet would have in their hands funds sufficient to meet the chowkeedars' wages for a quarter instead of for a month. If therefore the amendment were confined to the substitution of a quarterly instead of a monthly payment of the assessment, the object of the hon'ble mover of the amendment would, he thought, be carried out.

The substituted motion was then agreed to.

MR. RIVERS THOMPSON said that it had been brought to his notice only last week, that in the canal irrigation works in the Cuttack district the irrigation officers had found that they were unable to get any assistance from the village chowkeedars. Persons appropriated water without license or payment, and the officers of the department found that they could get no information from the people to enable them to discover the offenders. It was therefore thought that it would be better if power were given to the Government to authorise any officer, besides the police and magisterial authorities, to have the authority of applying to the chowkeedar for information and securing their services. He would therefore move the introduction of the following section after the above:—

"In section 39 of the said Act the following clause shall be substituted for clause 6 thereof:—'He shall supply any local information which the magistrate or any officer of police, or any other officer thereunto authorized by an order in writing of the Lieutenant-Governor may require;' and the said section shall be read and construed as if the said clause had been originally inserted therein, in place of the clause for which it is hereby directed to be substituted."

The motion was agreed to.

On the motion of Mr. Thompson the Bill was then passed.

RECOVERY OF ARREARS OF REVENUE.

On the motion of Mr. MONEY the report of the select committee on the Bill to amend the procedure for the recovery of arrears of land revenue in respect of tenures not being estates was taken into consideration in order to the settlement of the clauses of the Bill, and the clauses were considered in the form recommended by the committee.

The Bill was settled without amendment; and on the motion of Mr. MONEY the Bill was then passed.

The Council was adjourned to Saturday, the 14th instant.

Saturday, the 14th January 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL *presiding.*

T. H. COWIE, Esq., *Advocate-General,*

THE HON'BLE ASHLEY EDEN,

A. MONFY, Esq., C.B.,

A. R. THOMPSON, Esq.,

V. H. SCHALCH, Esq.,

MOULVY ABDOL LUTEEF, KHAN BAHADOOR,

T. M. ROBINSON Esq.,

BABOO JOTEENDRO MOHUN TAGORE,

T. H. WORDIE, Esq.,

AND

BABOO DIGUMBER MITTER.

REGULATION OF LODGING-HOUSES AT POOREE

THE HON'BLE ASHLEY EDEN moved that the Bill for the better regulation of lodging-houses at Pooree be read in Council. The Bill had, since the last meeting of the Council, been circulated, and he did not think he need say anything further as to the necessity of the measure. The principle of the Bill was that every lodging-house keeper should have a certificate from the health officer appointed by Government that his house was a fit and proper place for the reception of lodgers, and the certificate should also state the number of lodgers the house was licensed to hold. On receipt of the health officer's certificate, the lodging-house keeper would have to pay a fee of one rupee, and the magistrate would then grant a license for the lodging-house, specifying the number of lodgers the house is licensed to contain, according to the number the house is capable of containing as certified by the health officer; and a fee of eight annas each would be levied on the number of lodgers for which the license was taken out: if the house was licensed to hold ten persons, the fee for the year would be Rs. 5. It was calculated that there would be 3,168 houses taking out certificates, and that each house on the average would take out a license for ten lodgers, for which the keeper would have to pay Rs. 5. The total collections on this calculation would amount to about Rs. 19,000, which, together with fines for breaches of the conditions of licenses, would be a contribution towards a fund which it was intended to raise for the conservancy and improvement of the town, as well as for the raising of sheds for such of the pilgrims as could not be accommodated in the licensed lodging-houses. It was calculated, however, that a much larger sum would be required for sanitary purposes, and this would be but a small contribution towards that object; and it still remained to be considered what other means could be adopted for the purpose. The question of a tax on pilgrims was under the consideration of the Government, and also a proposal was under consideration for receiving for the use of the pilgrims and for their accommodation some portion of the religious endowments which had been originally set aside for them, but which had been perverted to the private uses of the *muthdars* and keepers of shrines. These endowments represented a very considerable sum of money. That was, however, a question that did not arise on this Bill, and he merely mentioned it to show that a large sum was required, and that there was an intention to raise money for this purpose by other means.

As regards the Bill itself, he would point out that there were certain provisions in it relating to the inspection of lodging-houses and the withdrawal of licenses in cases of the breaking out of sickness or disease, or where the lodging-houses were not found fit for the purposes for which they were licensed; and by section 11 the magistrate was empowered to exempt any particular lodging-house from inspection in cases where, from the respectability or otherwise of the occasional lodgers, inspection was not deemed necessary, and where such persons would naturally, from their rank and position, resent the inspectional interference of the medical officers.

Section 13 made it compulsory on the keeper of every lodging-house to report all cases of death, grave accident, or serious illness, and some other kinds of necessary information.

There had been introduced at the end of the Bill certain provisions which were not contained in the draft submitted by the sanitary commissioner and the commissioner of the division: they merely contained sanitary clauses similar to those of some of our municipal Acts, instead of leaving all such matters to be settled by rules to be drawn

up by the magistrate. Those provisions were unobjectionable, and had already been repeatedly introduced in our municipal Acts. He had also, in section 38, provided for the making of bye-laws by the magistrate with the sanction of the health officer. The question had been discussed as to whether there should not be a provision for the appointment of a town committee to whom might be entrusted the duty of carrying out the Act; but after consulting those connected with the town, he had come to the conclusion that it would be difficult to get a committee of sufficient influence and intelligence to work the Act, and it had therefore been determined to confer on the magistrate and health officer the necessary powers.

By section 40 the Lieutenant-Governor had power to extend the Act to other towns in Orissa to which pilgrims resorted. In some of those places the state of things was almost as bad as at Pooree in regard to sanitation, and he believed it was intended to extend the law at once to Jajipore.

MR. MONEY said there were one or two remarks that had suggested themselves to him with reference to one portion of the Bill. He observed from a memorandum by the commissioner of the division that the plan for licensing lodging-houses was but a part of a regular scheme for the sanitation of the town of Pooree; and though he thought that the Bill, so far as it went, was one that ought to receive support, he would be glad to have an assurance that another measure, which formed a component part of the scheme sketched out, would also be carried out. The commissioner, after recommending that the proposed measure for the licensing of lodging-houses should be passed, went on, in paragraph 11, to speak of extra accommodation for those pilgrims who could not be accommodated in the licensed lodging-houses: and on looking at a subsequent part of the memorandum, viz. paragraph 17, he found the commissioner speaking as follows of what would be the result of the pressure necessary for the establishment of serais along the road to Pooree:—

"The house-holder and petty shop-keepers in these road-side villages are for the most part poor. They have no capital to build better accommodation, and if they were hard-pressed by local authorities and made conform to the strict rules and regulations of the Serais Act, the probable result would be that they would vacate and leave the village with less actual shelter than it had before."

It appeared to him (Mr. Money) that it was very possible that a result of the same kind would take place in Pooree, and that only a small proportion of the pilgrims would find accommodation in the licensed lodging-houses. The memorandum of the commissioner did not give detailed information of what the number of pilgrims was; but he says—

"There are estimated to be about 6,336 houses in Pooree, and about 25,000 resident inhabitants. The probable average number of pilgrims is estimated to be about 50,000, though I think this is below the mark. We have no recent statistics, but between the years 1816 to 1820 the attendance of pilgrims was between a minimum of 66,000 and a maximum of 1,64,000, or a rough average of 1,25,000."

The commissioner then supposes that one-half of the house-holders would take out licenses for lodging-houses, and that such houses would accommodate an average of ten lodgers to each house. If the figures are reliable, this would give a total of 31,680 pilgrims provided for; whereas it was stated that the average number of pilgrims was 50,000, and that that was a low average. It seemed to him (Mr. Money) therefore that it would be desirable for the Council to know that in connection with this Bill it was intended to provide some accommodation for those pilgrims who would under the operation of this Bill lose a portion of the shelter, however bad it might be, which they now had.

The HON'BLE ASHLEY EDEN said that he believed he had already stated that one of the objects of the Bill was to obtain funds for the purpose of erecting sheds for the accommodation of those pilgrims who could not be accommodated in the lodging-houses licensed under the Bill; and a perusal of the report of the sanitary commissioner would show that one of the chief points of the scheme was to provide proper accommodation, not only at Pooree, but on the road leading to the town. In the memorandum of the commissioner of the division there was a long detailed list of the places at which it was proposed to provide such accommodation. Some of these had indeed already been erected by private munificence, and something had been done during this year to provide accommodation for pilgrims during the festivals.

With reference to the apprehension expressed in regard to the deficiency of accommodation under the Act, it was true that it was stated in the commissioner's memorandum that probably 50,000 was a low average of the number of pilgrims that annually resorted to Pooree, and that the estimate showed that 30,000 only would be provided for in the licensed lodging-houses, yet he (Mr. Eden) thought it was a great mistake to suppose that 50,000 pilgrims congregated at Pooree at one and the same time, and that the requirements for the accommodation should be based on any such calculation. What was meant was that 50,000 pilgrims visited Pooree during the year. Although, no doubt, the greater number of these pilgrims were there during a particular part of the year, there was no reason to suppose that the whole 50,000 were there actually at the same time. There were several religious festivals held at Pooree, and many of the pilgrims only remained for a few days, moving on to other shrines, others taking their place. However, as he said before, it was intended, if possible, by the means to which he had alluded, to provide such accommodation as would be required in addition to the lodging-houses to be licensed under the Bill.

The PRESIDENT said, the fact that the whole number of pilgrims were not present at the same time would be seen if hon'ble members would turn to pages 10 and 11 of the second

Part of this Blue Book (Report of the Sanitary Commissioner for Bengal on the pilgrimage to Juggernath), where it was mentioned that in 1864-65 the attendance at the great festival was 40,000, and in the following year 45,000, that since the number had been decreasing, and that there was a tendency to decrease, and Dr. Smith gave it as his opinion that the annual attendance at Pooree was not more than 50,000.

The motion was then agreed to, and the Bill referred to a Select Committee, consisting of Mr. Schalch, Baboo Digumber Mitter, Moulvy Abdool Luteef, and the mover Mr. Eden, with instructions to report within three weeks.

DRAINAGE AND IRRIGATION OF DISTRICTS.

The HON'BLE ASHLEY EDEN moved that the time prescribed for the submission of the report of the Select Committee on the Bill to facilitate the drainage and irrigation of districts in Bengal be extended for three weeks. He said that the period within which the Committee were instructed to submit their report, three weeks, had now expired. On going through the Bill the Committee found great difficulty in settling the working details, and had to recast the Bill and alter its scope so as to make it entirely a local Bill applicable to particular swamps in the Hooghly district. He hoped that the Committee would be able to report within ten days more, and therefore asked for an extension of three weeks.

The motion was agreed to.

The Council was adjourned to Saturday, the 28th instant.

Cattle Disease.

From HIS GRACE THE DUKE OF ARGYLL, K.T., Her Majesty's Secretary of State for India, to His Excellency the Right Hon'ble the Governor General of India in Council,—
(No. 113, dated India Office, London, the 24th November 1870.)

THE despatches from your Excellency in Council, Nos. 54 and 57, dated the 17th and 20th of May last, with their enclosures, having been transmitted to the veterinary department of Her Majesty's Privy Council, and referred by that department to Professor Simonds, I have to inform your Lordship in Council that, after a very careful consideration of the history, symptoms, and post-mortem appearances of the disease as given by the cattle plague commissioners in India, Professor Simonds states that he is unable to arrive at the conclusion that the disease investigated by them in the Bengal presidency is identical with the cattle plague of Europe.

Meteorological Telegraphic Report for the period 8th to 14th January 1871.

STATIONS.	Date	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat = 100	Wind.		Rain.	Clouds.	Weather initials
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Jan.											
	8th	10	30.052	30.071	68.5	62.7	72	N W	...	...	C, CS	
		16	29.930	29.948	75.5	63.0	48	W N W	...	...	C, CS	
	9th	10	30.073	30.092	68.2	60.9	61	W N W	...	...	CS	
		16	29.941	29.959	75.0	60.6	40	N W	...	...	C	
	10th	10	30.047	30.066	68.5	59.4	55	N N W	...	...	C, CS	
		16	29.911	29.930	74.7	61.7	44	W N W	...	...	C	
	11th	10	30.011	30.030	69.5	62.0	61	W N W	...	...	...	b
		16	29.916	29.934	76.5	61.3	49	W by N	...	...	...	b
	12th	10	30.042	30.061	70.4	61.4	57	W N W	...	...	C	
		16	29.921	29.942	73.8	61.0	43	W N W	...	...	C	
	13th	10	30.042	30.062	70.4	61.1	57	W N W	...	...	C	
		16	29.940	29.958	75.3	61.2	38	W N W	...	...	...	b
	14th	10	30.072	30.091	68.5	57.0	44	W by N	...	...	...	b
		16	29.947	29.965	76.0	61.0	37	E N E	...	...	...	b
SINGUR ISLAND.	8th	10	30.001	30.067	69	63	70	E N E	5.7*	...	C	b, m
		16	29.950	29.956	77	65	49	N N E	8.5*	...	C	b, m
	9th	10	30.074	30.080	72	63	58	N N E	5.4*	...	C	b, m
		16	29.952	29.958	76	63	44	N N E	13.9*	...	C	b, m
	10th	10	30.059	30.065	69	61	65	N E	5.4*	...	C	b, m
		16	29.918	29.924	78	65	46	N	3.8*	...	C	b, m
	11th	10	30.018	30.024	70	66	79	N N W	3.5*	...	C	b
		16	29.920	29.926	76	67	60	S S W	7.8*	...	C	b
	12th	10	30.031	30.037	73	64	58	N N E	5.7*	...	C	b, m
		16	29.932	29.938	75	65	55	N	11.0*	...	C	b, m
	13th	10	30.063	30.069	72	63	58	N N W	5.0*	...	C	b, m
		16	29.938	29.944	78	63	39	N N W	7.0*	...	CS	b
	14th	10	30.074	30.080	71	64	66	N E	6.1*	...	C	b, m
		16	29.950	29.956	77	64	45	N	8.6*	...	...	b
CHITTAGONG.	8th	10	29.883	29.997	71	64	66	E	4.8*	...	...	b, m
		16	29.826	29.938	81	70	55	N W	7.0*	...	...	b
	9th	10	29.913	30.017	71	64	50	N E	4.1*	...	...	b, m
		16	29.850	29.964	79	66	47	W	5.5*	...	C	b, m
	10th	10	29.918	30.003	68	63	74	E S E	5.2*	...	C, C	b, m
		16	29.792	29.905	76	63	44	W N W	6.4*	...	C, S	b
	11th	10	29.918	30.034	68	63	74	N E	5.3*	...	C, S	b
		16	29.812	29.925	77	66	53	W	9.1*	...	C, K	b
	12th	10	29.893	30.007	70	65	75	S E	5.7*	...	...	b, m
		16	29.831	29.943	79	66	47	N W	8.1*	...	C, CS	b
	13th	10	29.938	30.053	68	61	64	E S E	5.8*	...	C	b, m
		16	29.851	29.963	80	66	44	N N W	4.0*	...	...	b
	14th	10	29.934	30.052	69	60	50	E S E	6.5*	...	...	b, m
		16	29.816	29.928	81	67	44	N E	9.0*	...	...	b
MADRAS.	8th	10	29.985	30.015	77	71	73	N W	19*	...	...	b, c
		16	29.891	29.921	78	70	65	N by W	13*	...	...	b, c
	9th	10	29.992	30.022	80	71	61	N	13*	...	...	b, c
		16	29.855	29.985	78	70	65	N by W	14*	...	...	b, c
	10th	10	30.009	30.039	79	71	65	N N E	12*	...	...	b, c
		16	29.857	29.987	79	71	65	N by W	14*	...	...	b, c
	11th	10	29.949	30.019	80	72	66	N	10*	...	...	b, c
		16	29.800	29.900	73	71	69	N	11*	...	...	b, c
	12th	10	29.967	29.997	82	73	63	N	14*	...	...	b, c
		16	29.844	29.904	79	72	69	N	14*	...	...	b, c
	13th	10	29.978	30.008	81	72	62	N by E	12*	...	...	b, c
		16	29.901	29.911	79	71	65	N	12*	...	...	b, c
OUTRICK.	8th	10	30.005	30.090	68	62	69	N N W	...	...	C, CK	b
		16	29.904	29.977	77	64	42	W N W	...	...	C, CK	b
	9th	10	30.020	30.104	71	63	61	N N E	...	...	C	b
		16	29.901	29.984	78	66	46	N N E	...	...	C	b
	10th	10	30.013	30.097	69	63	70	N N W	...	...	C, CK	b
		16	29.854	29.937	78	64	42	N N E	...	...	C	b
	11th	10	29.970	30.050	62	60	68	W N W	...	...	C	Fair.
		16	29.832	29.915	76	66	58	E	...	...	...	b
	12th	10	29.967	30.051	70	67	84	E N E	...	...	C, CK	b
		16	29.760	29.843	78	66	49	E S E	...	...	...	Fair.
	13th	10	30.067	30.151	70	65	75	N N E	...	...	C	Fair.
		16	29.811	29.924	76	65	62	S E	...	...	CK	Fair.
ARAB.	9th	10	30.007	30.023	70	65	75	E	1	...	CS	b
		16	29.866	29.881	78	70	65	W	1	...	C, CK	b
	10th	10	29.987	30.013	63	62	78	S W by W	2	...	C, CK	b
		16	29.869	29.884	77	69	61	W S W	1	...	C, CS	b
	11th	10	29.957	29.973	70	65	75	N E	1	...	C, S	b
		16	29.886	29.901	78	69	61	W	1	...	C	b
	12th	10	29.973	29.998	68	64	79	S W by W	2	...	C	b
		16	29.866	29.881	78	77	95	W	2	...	C	b
	13th	10	29.970	29.980	69	62	65	N E	3	...	C	b
		16	29.930	29.964	77	76	65	W N W	1	...	C, CS	b
	14th	10	29.987	30.003	79	64	70	N	3	...	...	b
		16	29.881	29.896	80	79	65	N W	1	...	...	b

* Velocity of wind in miles per hour.

CALCUTTA,
The 14th January 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISIONS.	Stations.	Rainfall from 1st to 8th Jan. 1871	RAIN FROM 1ST JANUARY 1871		REMARKS.
			Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ..	Nil	Nil	8th Jan. 1871.	
	{ Jail ..	ditto	ditto	ditto.	
	False Point ..	ditto	ditto	ditto.	
	Jagpore ..	Not received	..	..
	Kendraparah ..	ditto	..	..
	Jugalsinghpore ..	ditto	..	..
	Sambulpore ..	ditto	..	..
	Balasore ..	ditto	..	..
CHOTA NAGPORE.	Bhuddhuck ..	Nil	Nil	8th Jan. 1871	
	Poore ..	ditto	ditto	ditto.	
	Khoordah ..	Not received	..	..
	Hazareebaugh ..	Nil	Nil	8th Jan. 1871.	
	Bunhee ..	Not received	..	..
	Pachamba ..	ditto	..	..
	Ranchee ..	ditto	..	..
	Palanow ..	ditto	..	..
PATNA.	Patna ..	Nil	Nil	8th Jan. 1871.	
	Gobindpore ..	Not received	..	..
	Chyebassa ..	Nil	Nil	8th Jan. 1871.	
	Patna ..	ditto	ditto	ditto.	
	Behar ..	Not received	..	..
	Barh ..	ditto	..	..
	Dumapore ..	Nil	Nil	8th Jan. 1871.	
	Gya ..	ditto	ditto	ditto.	
BHAUGULPORE.	Shetghotty ..	Not received	..	..
	Nowadah ..	Nil	Nil	8th Jan. 1871	
	Aringabad ..	Not received	..	..
	Chumpan ..	ditto	..	..
	Chuprah ..	Nil	Nil	8th Jan. 1871.	
	Sewan ..	Not received	..	..
	Mozufferpore ..	ditto	..	..
	Du Bhanga ..	ditto	..	..
RAJSHAHY.	Seetumatee ..	Nil	Nil	8th Jan. 1871.	
	Tapore ..	Not received	..	..
	Asan ..	Nil	Nil	8th Jan. 1871.	
	Buxar ..	ditto	ditto	ditto	Not received 1st January.
	Sasaram ..	Not received	..	..
	Bhubbhoah ..	ditto	..	..
	Benares ..	Nil	Nil	8th Jan. 1871.	
	Bhaugulpore ..	Not received	..	..
BARDWAN.	Mudhey poora ..	ditto	..	..
	Banks ..	ditto	..	..
	Monghyr ..	Nil	Nil	8th Jan. 1871.	
	Jamouie ..	Not received	..	..
	Begoussari ..	ditto	..	..
	Deoghur ..	Nil	Nil	8th Jan. 1871.	
	Purneah ..	ditto	ditto	ditto.	
	Rampore Beaulah ..	ditto	ditto	ditto.	
BARDWAN.	Natois ..	Not received	..	..
	Bogra ..	Nil	Nil	8th Jan. 1871.	
	Dumapore ..	ditto	ditto	ditto.	
	Maldah ..	ditto	ditto	ditto.	
	Berhampore ..	ditto	ditto	ditto.	
	Pubna ..	ditto	ditto	ditto.	
	Coomercolly ..	Not received	..	..
	Seeragunge ..	ditto	..	..
BARDWAN.	Rangpore ..	ditto	..	..
	Titalya ..	Nil	Nil	8th Jan. 1871.	
	Burdwan ..	ditto	ditto	ditto.	
	Cutwa ..	ditto	ditto	ditto.	
	Culina ..	ditto	ditto	ditto.	
	Bood-Bood ..	ditto	ditto	ditto.	
	Bancooran ..	Not received	..	..
	Rangpore ..	Nil	Nil	8th Jan. 1871.	
PRESIDENCY.	Soore ..	ditto	ditto	ditto.	
	Hooguly ..	ditto	ditto	ditto.	
	Howrah ..	Not received	..	..
	Midnapore ..	ditto	..	..
	Contai ..	Nil	Nil	8th Jan. 1871.	
	Gurhatta ..	Not received	..	..
	Tumlook ..	Nil	Nil	8th Jan. 1870	Not received 1st January.
	Kishnaghur ..	ditto	ditto	ditto.	
PRESIDENCY.	Bongoug ..	ditto	ditto	ditto.	
	Ranaghat ..	ditto	ditto	ditto.	
	Mehurpore ..	Not received	..	..
	Choudlangah ..	ditto	..	..
	Kooshiteah ..	Nil	Nil	8th Jan. 1871.	
	Jessore ..	ditto	ditto	ditto.	
	Saugor Island ..	ditto	ditto	ditto.	
	Calcutta ..	ditto	ditto	ditto.	
PRESIDENCY.	Alipore { Jail ..	ditto	ditto	ditto.	
	{ Dispensary ..	ditto	ditto	ditto.	
	Barrackpore ..	ditto	ditto	ditto.	
	Dum Dum ..	ditto	ditto	ditto.	
	Barasat ..	ditto	ditto	ditto.	
	Satkhora ..	ditto	ditto	ditto.	
	Boseerhaut ..	ditto	ditto	ditto.	
	Diamond Harbour ..	ditto	ditto	ditto.	
PRESIDENCY.	Barrapore ..	ditto	ditto	ditto.	
	

DIVISION.	Stations.	Rainfall from 1st to 8th Jan. 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
			Rain.	Up to date.	
D. CA.	Dacca { Telegraph Office ...	Not received	Nil	8th Jan 1871	Not received 1st January.
	Dacca { Jail ...	Nil	Nil	ditto	
	Burrisaul ...	ditto	ditto	ditto	
	Dowlat Khan ...	Not received	Nil	8th Jan 1871	Not received 1st January.
	Teazepore ...	Nil	Nil	ditto	
	Madanpore ...	ditto	ditto	ditto	
	Furreespore ...	ditto	ditto	ditto	
	Mymensing ...	ditto	ditto	ditto	
	Jamshpore ...	Not received	...	...
	Atteah ...	ditto	...	...
	Kishoregunge ...	Nil	Nil	8th Jan. 1871	
	Syhet ...	ditto	ditto	ditto	
	Cachar ...	Not received	...	...
CHITTAGONG.	Acmukhali Hyakmady ...	ditto	...	...
	Chittagong { Telegraph Office ...	Nil	Nil	8th Jan. 1871.	
	Chittagong { Jail ...	Not received	...	...
	Cox's Bazar ...	ditto	...	...
	Rangamata Hill ...	ditto	...	...
	Nonkhally ...	ditto	...	...
	Tippurah ...	ditto	...	...
COCH BEHAR.	Brahmanbariah ...	ditto	...	...
	Akyab ...	Nil	Nil	8th Jan. 1871	
	Buxa ...	ditto	ditto	ditto.	
	Gowalparah ...	Not received	...	...
	Dhobet ...	ditto	...	...
	Toora (Garo Hills) ...	ditto	...	...
	Darjeeling { Telegraph Office ...	ditto	...	...
	Darjeeling { Jail ...	ditto	...	...
	Rungbeo ...	ditto	...	...
	Terai ...	ditto	...	...
ASSAM.	Palacottah ...	ditto	...	...
	Julpigorie ...	Nil	Nil	8th Jan 1871.	
	Boda ...	Not received	...	...
	Tezporo ...	ditto	...	...
	Noagong ...	ditto	...	...
	Burpetrah ...	ditto	...	...
	Gowhatty ...	ditto	...	...
	Seohangor ...	ditto	...	...
	Dholebagaun ...	ditto	...	...
	Debronghur ...	ditto	...	...
	Suddya ...	ditto	...	...
	Shillong ...	ditto	...	...
	Jowai ...	ditto	...	...
	Samoogoodting ...	ditto	...	...

CALCUTTA,
The 14th January 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Mean Pressures and Temperatures of the preceding table reduced to sea level, with mean Wind directions.

STATIONS.	Mean barometric pressure reduced to sea level.	Mean temperature reduced to sea level.	Proportional prevalence Max=100.	Mean direction.
Port Blair	...	.....	...	.....
Madras	30 020	70 1	75	N 12° E
Vizagapatam	30 038	70 0	67	N 68° E
Akyab	30 020	70 0	63	N 16° W
False Point	30 042	76 2	27	N 19° W
Cuttack	30 082	72 0	60	N 42° W
Saugor Island	30 036	74 1	41	N 1° E
Chittagong	30 029	73 1	41	N 21° W
Calcutta	30 039	73 0	45	N 77° W
Jessore	30 044	69 0	87	N 4° W
Dacca	30 017	71 6	43	N 41° W
Cachar	30 021	70 3	21	N 61° E
Hazareebangh	30 045	71 1	44	N 65° W
Berhampore	30 044	72 1	40	N 56° W
Patna	30 033	69 0	51	N 5° W
Moughyr	30 015	68 6	61	S 75° W
Darjeeling	30 081	67 3	23	N 76° W
Gowalparah	30 007	70 3	24	S 60° E
Shillong	30 058	69 2	21	S 55° W
Benares	30 064	67 2	12	N 42° W
Roorkee	30 077	64 0	3	N 45° W

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17, on the preceding page, by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month which shall shew the isobaric and isothermal lines, and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

HENRY F. BLANFORD,

Meteorological Reporter to the Government of Bengal.

The 13th January 1871.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 8th to 14th January 1871.

Month.	Date	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Radi.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.		
Jan.	8th	29.981	76.7	59.5	131.2	67.0	60.9	56.0	0.70	N W & W N W	...	104.4	...	Cirri and cirrostrati and clear. Foggy from 8 to 11 P.M.
	9th	29.985	76.2	57.0	130.0	65.7	59.4	54.4	.69	W N W & N N W	...	105.7	...	Clear and cirri. Slightly foggy from midnight to 8 A.M., and 8 to 11 P.M.
	10th	29.970	75.5	56.7	132.5	65.5	59.0	53.8	.68	N N W & W N W	...	108.0	...	Cirri and cirrostrati and clear. Slightly foggy from 7 to 11 P.M.
	11th	29.918	78.0	57.5	131.0	66.8	60.5	57.5	.69	W N W & W by N	...	77.0	...	Clear. Slightly foggy from midnight to 6 A.M. and 8 to 11 P.M.
	12th	29.962	71.5	60.5	123.8	66.8	60.0	51.4	.67	W N W	...	107.4	...	Cirri and clear.
	13th	29.977	76.5	57.2	130.0	67.7	58.0	51.8	.63	W N W	...	106.6	...	Clear. Slightly foggy from 8 to 11 P.M.
	14th	29.996	77.5	56.2	131.5	65.7	58.0	51.8	.63	W by N & E N E	...	73.0	...	Clear. Slightly foggy from midnight to 6 A.M.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	21.8
The max. temperature during the past seven days	...	78.0
The max. temperature during the corresponding period of the past year	...	78.3
The mean humidity during the past seven days	...	0.67
The mean humidity during the corresponding period of the past year	...	0.61
		Inches.
The total fall of rain from 8th to 14th	... { by lower rain gauge	Nil
	... { by anemometer gauge	Nil
Ditto ditto, average of 17 previous years	...	0.09
Ditto between the 1st January and the 14th January	...	Nil
Ditto ditto ditto, average of 17 years	...	0.09

GOPEENATH SEN,
In charge of the Observatory.

The 16th January 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 31st December 1870, on 1,131½ miles open.

	Number of passengers	COACHING TRAFFIC				MERCHANDISE AND MINERAL TRAFFIC				Total Traffic Receipts.		
		Coaching receipts				Receipts						
		Rs.	As.	P.	£ s d	Mds. Srs.	Rs.	As.	P.		£ s d	
Total traffic for the week	82,508	1,40,318	3	3	12,862	10	0	623,990	0	45,507	1	10
Or per mile of railway		124	0	2	11	7	4	552	0	40	15	3
For previous 26½ weeks of half year	2,256,033	35,50,175	9	9	307,099	5	0	12,439,691	10	89,29,872	6	2
										817,716	12	8
Total for 26½ weeks	2,338,561	34,90,491	13	0	319,911	15	0	13,072,790	10	93,74,674	13	4
										859,343	14	0
COMPARISON.												
Total for corresponding week of previous year	62,915	1,17,926	13	9	10,413	5	10	645,106	20	3,01,271	12	7
Per mile of railway corresponding week of previous year		100	11	8	9	4	8			319	0	10
Total to corresponding date of pre- vious year	2,330,073	36,59,127	7	11	315,420	0	5	12,515,291	25	87,89,493	0	3
										708,743	10	6

* Rs. 37,925-5-2 added on account difference between audited and approximate returns up to 10th December 1870

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 31st December 1870, on 223 miles open.

	COACHING TRAFFIC				MERCHANDISE AND MINERAL TRAFFIC				Total Traffic Receipts.
	Coaching receipts				Receipts				
	Rs.	As.	P.	£ s d	Mds. Srs.	Rs.	As.	P.	£ s d
Total traffic for the week	4,215	20,691	3 2	1,896 10 1	58,276 20	15 6 0	13 6	1,437 8 2	3,323 0 3
Or per mile of railway		92	12 6	8 10 1		70 5 1		6 8 11	14 19 0
For previous 26½ weeks of half year	90,403½	2,70,279	2 5	25,609 11 9	767,235 39	2 36 5	18 13 2	21,682 14 6	47,253 6 7
Total for 26½ weeks	94,618½	2,99,969	5 7	27,495 3 10	765,512 10	2 52 2	19 10 8	25,120 9 8	50,617 6 6
COMPARISON.									
Total for corresponding week of previous year	2,666	9,738	13 5	802 14 7	35,866 20	10 00 7	14 5	917 7 11	1,810 2 6
Per mile of railway corresponding week of previous year		43	10 9	4 0 1		44 11 1		4 2 3	8 2 4
Total to corresponding date of previous year	79,138	2,24,053	9 2	20,539 4 11	801,553 0	2 18 8	40 15 0	20,060 8 5	40,608 13 4

EASTERN BENGAL RAILWAY

Approximate Return of Traffic for week ended December 31st 1870, on 113½ miles open

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	32,038	10,544 9	1,500 0 1	78,437 36	19,900 0 11	1,834 7 1	7,521 7 2
Or per mile of railway	291	144 7 10	15 4 11	692 0	175 11 9	16 2 0	29 7 2
For previous 26 weeks of half year	625,007	1,27,790 1 11	30,029 1 9	2,732,156 16	6,33,517 9 9	57,983 10 7	88,912 12 5
Total for 27 weeks	657,045	1,38,080 12 8	31,529 1 10	2,810,603 12	6,71,419 10 8	59,865 17 8	91,566 19 7
COMPARISON.							
Total for corresponding week of previous year	29,226	10,704 5 9	1,571 4 9	211,920 29	17,713 2 7	1,625 14 1	31,318 10
Per mile of railway corresponding week of previous year	268	117 8 0	13 10 5	1,898 0	156 6 6	11 6 9	27 17 2
Total to corresponding date of previous year	642,819	1,27,663 0 11	31,710 13 18	2,707,697 14	6,51,905 0 8	58,715 15 1	88,111 3

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY

Approximate Return of Traffic for week ended 31st December 1870, on 28 miles open

		Rs. As. P.	£ s. d.	Md. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	7,185	1,101 1 0	110 3 1	11,232 0	318 15 0	31 17 11	185 0 0
Or per mile of railway	267	39 5 2	3 13 7	401 20	12 7 5	1 1 11	5 3 4
For previous 13 weeks of half year	69,164	11,583 2 0	1,158 6 4	147,653 13	4,848 8 3	484 17 0	1,621 8 7
Total for 14 weeks	76,349	12,484 3 9	1,248 8 5	158,885 13	5,197 7 3	519 14 11	1,768 5 4
COMPARISON.							
Total for corresponding week of previous year	3,000	976 11 3	89 10 7	8,098 0	285 0 3	26 2 6	115 13 1
Per mile of railway, corresponding week of previous year	171	34 14 1	3 3 0	290 8	10 2 10	0 18 8	4 2 7
Total to corresponding date of previous year	66,224	10,908 7 6	989 18 10	128,386 0	4,885 4 8	420 6 5	1,620 5 2

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Kendrapah Canal during the month of October 1870.

DISTANCE FROM CUTTACK TO TERMINAL LOCK AT TIDE WATER, 42 MILES.

LOCAL TRAFFIC												TRAFFIC BETWEEN CUTTACK AND SEABOARD.												TRAFFIC BETWEEN CUTTACK AND SEABOARD.												ABSTRACT.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
LOCAL TRAFFIC				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				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The tonnage shown in this statement is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the First Section of the High Level Canal during the month of October 1970.

LENGTH OF CANAL OPEN, 25 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.			
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Tollage.	Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Tollage.	REMARKS.						
			Mounds.	Tons.					Mounds.	Tons.													
Box 1	Luggage	"	150	"	2 4 2 1	2	T. ds	120 0 0	180 1/2	"	1 3 2	4 1/2	...	35 5 0 0	16 1/2	47 9 1	The tonnage shown in this statement is that of the boats and not of the cargo.						
Intro 13	Empty	"	15-24	"	14 2 7	1	Luggage to the South	...	3 1/2	"	0 2 1/2	3 1/2	...	...	...	...			
Str. 1	"	"	40 1/2	"	4 5 1	1	Boards	150 0 0	70	"	0 11 2	Do. 4	...	270 0 0	1 1/2	2 0 8							
Boats 2	Copper	35-00	40 1/2	"	4 5 1	1	"	...	...	...	...	...	...	...	...	...
Ditto 10	Passengers No. 452		150 1/2	"	24 1 3	1	"	...	...	...	...	...	...	...	...	...
Str. 1	"	"	14 1/2	"	0 10 0	...	"	...	...	...	...	...	...	...	...	...
Pally	"	52	14 1/2	"	1 4 0	...	"	...	...	...	...	...	...	...	...	...
Intro 2	Straw	13	2 1/2	"	1 4 0	...	"	...	...	...	...	...	...	...	...	...
Ditto 1	Rice	20 1/2	12 1/2	"	0 8 0	...	"	...	...	...	...	...	...	...	...	...
Ditto 1	Timber	5	5 1/2	"	0 8 0	...	"							
33		3,505	4,694	10 1/2	47 9 1	4		270 0 0	207	10 1/2	2 0 8	37	...	3,775 0 0	178 1/2	49 9 9							

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IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement shewing the amount of Traffic and Tolls on the Taldundah Canal during the month of October 1870.

LENGTH OF CANAL OPEN, 7 MILES.

LOCAL TRAFFIC.						STORES AND MATERIALS FOR IRRIGATION WORKS.						ABSTRACT.									
Number of boats.	Nature of cargo.	Approximate value of cargo.		TONNAGE.		Tollage.	Number of boats.	Nature of cargo.	Approximate value of cargo.		TONNAGE.		Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Tollage.			
		Rs.	Munds.	Tons.	Rs.				As.	P.	Rs.	Munds.							Tons.	Rs.	As.	P.	Rs.	As.	P.
10	Paddy ..	2,000	4,000		10	0	36	Rubble stone	90	10,061		42	6	5	22	Local ..	1,300	219	15	5	2
11	Empty ..	2,500	2,043		5	1	20	Laterite stone	40,000	40,518		123	12	5	63	Iron works	51,000	2,521	180	10	6
1	Hemp ...	400	87	..	0	3	7	Lime ..	2,000	5,781	..	14	7	5		..					
22	.....	4,900	6,130	219	15	5	63	.....	51,000	72,263	2,581	180	10	6	85		55,000	2,800	195	15	8

The tonnage above shewn is that of the boats, and not of the cargo

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement shewing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of October 1870.

LENGTH OF CANAL OPEN, 24 MILES.

LOCAL TRAFFIC.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.									
Number of boats.	Nature of cargo.	Approximate value of cargo.		Tonnage.		Tollage.	Number of boats.	Nature of cargo.	Approximate value of cargo.		Tonnage.		Tollage.	Nature of traffic.	Value of traffic.	Tonnage.	Rs. As. P.
		Rs.	As. P.	Mounds.	Tons.				Mounds.	Tons.	Rs.	As. P.						Mounds.	Tons.
14	Coal	1,019	40 0 0	5,856		40 0 0	..	..	..	..	..	..	..	Local	3,05,103	7,826	Rs. As. P.
21	Cotton	1,312	12 10 6	3,150		12 10 6	..	..	..	..	..	..	..	..	..	..	1,080 2 0
14	Peweeol	2-3	7 11 0	1,750		7 11 0	..	..	..	..	..	..	..	..	905	267	59 9 6
37	Graus	4,743	17 5 6	5,450		17 5 6	..	..	..	..	..	..	..	..	..	..	..
6	Hides and horns	3,175	18 5 6	1,825		18 5 6	..	..	..	..	..	..	..	..	..	..	..
32	Jaggery and sugar	8,871	25 14 0	6,175		25 14 0	..	..	..	..	..	..	..	..	..	..	..
28	Metal	56,149	21 6 9	6,175		21 6 9	..	..	..	..	..	..	..	..	..	..	..
97	Miscellaneous	11,231	60 14 6	14,175		60 14 6	..	Miscellaneous	25	60	..	0 4 0	..	..	..	..	..
64	Oil and oil-seeds	14,599	54 1 0	12,450		54 1 0	..	..	..	..	..	..	..	..	..	..	..
52	Paddy and rice	7,738	41 0 6	10,775		41 0 6	..	..	..	..	..	..	..	..	..	..	..
184	Drugs	7,254	123 5 0	26,775		123 5 0	..	..	..	..	..	..	..	..	..	..	..
24	Garden produce	2,038	16 0 0	3,900		16 0 0	..	..	..	..	..	..	..	..	..	..	..
25	Pottery	41	10 14 6	4,425		10 14 6	..	..	..	..	..	..	..	..	..	..	..
25	Silk and indigo	18,758	34 7 6	7,775		34 7 6	..	..	..	..	..	..	..	..	..	..	..
8	Straw	1,579	18 1 6	4,875		18 1 6	..	..	..	..	..	..	..	..	..	..	..
19	Bricks	1,425	8 11 0	1,425		8 11 0	..	..	..	..	..	..	..	..	..	..	..
1	Glue	18,611	24 10 9	5,350		24 10 9	..	Bricks	880	6,550	..	56 7 0	..	..	..	..	..
367	Empty boats	120	15 5 0	2,275		15 5 0	..	Empty boats	..	775	..	2 14 6	..	..	..	..	..
755	Passenger	120	3 4 0	600		3 4 0	..	..	..	..	..	..	..	..	..	..	..
3	Raf s et hamors	140	62 1 6	No. 6,529		62 1 6	..	..	..	..	..	..	..	..	..	..	..
2	Miscellaneous revenue	69	0 12 0	Log 4		0 12 0	..	..	..	..	..	..	..	..	..	..	..
..	..	..	27 13 1	..		27 13 1	..	..	..	..	..	..	..	..	..	..	..
1,431	Total	3,05,103	1,000 2 0	2,13,525	7,826	1,000 2 0	20	Total	805	7,475	267	59 9 6	1,881	..	3,06,008	7,893	1,119 11 6

The tonnage above shewn is that of the boats, and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement shewing the amount of Traffic and Tolls on the *Hidgellee Tidal Canal* during the month of October 1870.
LENGTH OF CANAL OPEN, 26 MILES.

LOCAL TRAFFIC					STORES AND MATERIALS FOR IRRIGATION WORKS.					ABSTRACT.						
Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Tollage.
			Maunds.	Tons.					Maunds.	Tons.						
208	Paddy	30,330	40,440		354 13 3	2	Tools and plant	1,000	180		3 0 9	709	Local	231,137	4,191	901 6 6
26	Rice	17,804	7,915		46 3 9	1	Soorties	50	275		3 1 6	11	For Irr. works.	1,908	634	16 8 9
1	Vegetable	20	40		0 3 3	1	Bamboo	16	25		0 4 6					
5	Molasses	2,725	645		3 2 6	1	Coal	180	350		3 15 0					
1	Card milk	60	25		0 2 0	1	Empty		25		0 4 6					
3	Ramboo	180	205		1 15 9	3	Portlandement	720	650		3 13 0					
4	Firewood	325	1,300		9 12 6	1	Stons moulds		150		0 13 0					
317	Empty boats		27,305		193 9 0	1	Iron		135		2 0 6					
43	Passengers		2,595		28 0 6											
2	Retel leaf	250	85		0 13 3											
3	Oil cakes	600	250		1 4 9											
74	Tobacco	72,180	12,090		109 2 9											
22	Pottery	201	2,015		13 14 3											
1	Plants	1,000	200		2 4 0											
2	Timber	1,500	115		8 1 6											
10	Glothing	460	3,050		15 4 0											
2	Sugarcandy	9,500	475		2 6 0											
3	Sugar	6,250	655		3 3 0											
2	Flax	900	450		2 4 0											
1	Silk gories	4,000	125		0 10 0											
1	Reams	1,300	325		1 10 0											
1	Baskets	5	30		0 3 6											
13	Salt	43,325	8,065		69 9 0											
1	Grains	1,000	250		1 4 0											
21	Mustard	10,400	2,600		12 15 9											
3	Clothes	6,750	270		1 5 6											
1	Cotton	6,000	300		3 4 0											
1	Thread	5,000	100		0 8 0											
1	Iron	53	525		2 10 0											
1	Goats No. 20	20	60		0 4 9											
1	Water		450		2 4 0											
1	Nuts	2,850	475		2 6 0											
1	Cows No. 8	50	150		0 12 0											
13	Horns	5,940	1,460		7 5 0											
3	Straw	800	1,700		8 8 0											
709		2,31,137	1,17,350		901 6 6	11		1,966	1,780	634	16 8 9	810		2,33,103	4,344	917 15 3

N. B.—The tonnage shown above is of the boats as measured and not of the cargo.

CALCUTTA,
The 11th January 1871.

J. F. STODDARD, Lieut.-Col.,
Asst. to Chief Engr., and Jt.-Secy., P. W. D., Irrigation Branch, Bengal.

No. 4



of 1871.



SUPPLEMENT TO
The Calcutta Gazette.

WEDNESDAY, JANUARY 25, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

Meteorological Telegraphic Report for the period 15th to 21st January 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity at 100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Jan 15th	10	30.007	30.086	68.2	58.0	51	E N E	...	...	C	
		16	29.934	29.963	77.0	61.7	38	N	...	...	CK	
	16th	10	30.041	30.080	72.0	62.3	55	N E	...	...	CK	
		16	29.905	29.923	78.4	64.5	42	N N E	...	...	CS	
	17th	10	30.004	30.021	71.0	63.5	63	N E	...	...	CK	
		16	29.899	29.917	78.0	66.0	49	N by E	...	...	CK	
	18th	10	30.002	30.082	73.8	65.0	63	N by E	...	...	CK	
		16	29.915	29.963	70.3	67.0	49	N E	...	...	CK	
	19th	10	30.000	30.025	72.6	65.2	62	N N E	...	...	...	b
		16	29.917	29.965	79.0	65.8	47	N W	...	...	...	b
	20th	10	30.076	30.095	69.0	61.6	65	N W	...	...	...	b
		16	29.897	29.915	75.5	62.6	46	W	...	...	...	b
SANDWICH ISLAND.	21st	10	30.021	30.040	68.0	58.6	55	W	...	...	...	b
		16	29.880	29.898	74.0	62.0	47	W N W	...	...	...	b
	15th	10	30.085	30.071	71	61	53	N N E	6.4*	...	CS	b, m
		16	29.926	29.932	78	65	46	N N W	9.2*	...	C	b
	16th	10	30.040	30.016	74	63	51	N N E	6.9*	...	C	b, m
		16	29.909	29.915	80	68	51	N N W	11.4*	...	C	b, m
	17th	10	30.016	30.022	71	66	61	N N E	3.4*	...	C, CK	b, m
		16	29.905	29.911	78	64	57	N N W	6.2*	...	CK	b, m
	18th	10	30.071	30.077	73	69	80	N N W	2.8*	...	N	b, d, m
		16	29.963	29.969	78	63	61	N N W	5.7*	...	K S	b, m
	19th	10	30.000	30.105	75	68	68	N N W	10.0*	...	...	b
		16	29.956	29.962	80	69	54	N N W	16.3*	...	...	b
CHITTAGONG.	20th	10	30.088	30.094	76	68	64	N N W	7.1*	...	...	b
		16	29.913	29.919	80	69	54	S S E	10.1*	...	...	b
	21st	10	30.034	30.040	70	64	70	N W	4.9*	...	...	b
		16	29.889	29.895	77	64	45	N W	6.6*	...	...	b
	15th	10	29.929	30.012	70	60	52	F S E	5.5*	...	...	b, m
		16	29.878	29.968	80	65	40	W S W	7.1*	...	...	b, m
	16th	10	29.935	30.040	71	61	57	E N E	5.1*	...	...	b, m
		16	29.807	29.919	79	65	43	W	6.5*	...	...	b, m
	17th	10	29.877	29.990	74	65	59	N E	6.2*	...	...	b, m
		16	29.772	29.883	84	71	59	W	6.3*	...	...	b
	18th	10	29.915	30.058	75	67	63	N E	3.9*	...	...	b, m
		16	29.818	29.929	81	69	43	N W	6.7*	...	...	b
MADRAS.	19th	10	29.931	30.043	79	68	54	N	8.0*	...	...	b, m
		16	29.406	29.917	84	72	53	W N W	8.1*	...	...	b, m
	20th	10	29.960	30.082	74	68	72	N N E	5.5*	...	...	b, m
		16	29.801	29.916	79	70	61	W	8.9*	...	...	b, m
	21st	10	29.925	30.037	78	64	62	N	4.2*	...	...	b, m
		16	29.807	29.919	79	67	50	W S W	8.0*	...	...	b
	14th	10	29.961	29.991	82	74	66	N by E	11*	...	...	b
		16	29.866	29.895	81	76	78	N N E	13*	...	...	b
	15th	10	29.963	29.991	82	75	70	N E	11*	...	...	b
		16	29.858	29.868	81	74	70	N E	11*	...	...	b
	16th	10	29.944	29.974	82	74	66	E N E	7*	...	...	b
		16	29.817	29.877	76	73	80	E	2*	0.01	...	b
CUTTACK.	17th	10	29.852	29.982	81	75	74	E by S	5*	0.10	...	b
		16	29.821	29.851	82	75	70	E	8*	0.04	...	b
	18th	10	29.900	30.029	86	78	68	N E	0*	...	...	b
		16	29.806	29.906	83	76	71	N E by N	12*	...	...	b
	19th	10	30.067	30.097	82	76	71	N W	7*	0.29	...	b
		16	29.950	29.980	82	73	63	N	11*	...	...	b
	20th	10	30.019	30.079	82	75	70	N W by N	7*	...	...	b
		16	29.911	29.931	83	75	67	N	13*	...	...	b
	21st	10	30.024	30.054	82	71	55	N N W	8*	...	...	b
		16	29.915	29.915	83	70	49	E S E	9*	...	...	b
	14th	10	29.907	30.051	79	67	81	N N W	...	...	...	Fair.
		16	29.806	29.949	78	64	42	N E	...	...	...	Fair.
ARAB.	15th	10	29.990	30.074	79	69	72	N E	...	...	...	Fair.
		16	29.829	29.912	77	65	49	F	...	...	...	Fair.
	16th	10	30.007	30.091	72	60	45	N W	...	...	CK	Fair.
		16	29.817	29.901	77	67	56	E S E	...	...	C, CK	Fair.
	17th	10	29.932	30.036	73	62	50	N E	...	...	C, KS	Fair.
		16	29.829	29.912	76	66	56	E S E	...	...	KS, N	Fair.
	18th	10	30.015	30.091	70	69	89	N W	...	...	N	Fair.
		16	29.901	29.956	75	69	72	N N W	...	...	N	Fair.
	19th	10	30.027	30.110	76	67	60	N N E	...	...	...	Fair.
		16	29.851	29.961	80	69	54	N N W	...	...	KS	Fair.
	20th	10	30.027	30.111	75	65	55	N N E	...	...	KS	Fair.
		16	29.810	29.959	78	66	49	N N W	...	...	...	Fair.
ARAB.	21st	10	29.970	30.054	70	62	61	N N W	...	...	...	Fair.
		16	29.846	29.919	77	61	34	N W	...	...	...	Fair.
	15th	10	30.007	30.023	70	63	65	E N E	1	...	...	b
		16	29.933	29.948	79	65	43	W	2	...	...	b
	16th	10	30.000	30.016	69	63	70	N E	2	...	O	b
		16	29.813	29.918	79	70	61	W	2	...	C	b
	17th	10	29.906	29.981	71	64	66	E N E	2	...	C	b
		16	29.851	29.866	80	69	54	W	2	...	C, CS	b
	18th	10	29.992	30.008	72	67	75	E	1	...	...	b
		16	29.891	29.906	80	71	62	W	2	...	...	b
	19th	10	29.997	30.013	71	67	67	E	1	...	...	b
		16	29.856	29.870	82	72	59	W	2	...	...	b
ARAB.	20th	10	29.957	30.003	74	65	59	N N E	2	...	...	b
		16	29.831	29.846	80	69	54	N W	3	...	...	b
	21st	10	29.955	29.971	71	65	70	N	2	...	...	b
		16	29.826	29.841	78	68	57	N	2	...	...	b

* Velocity of wind in miles per hour.

CALCUTTA.
The 21st January 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISION.	Stations.	Rainfall from 1st to 8th Jan. 1871.	Rainfall from 9th to 16th Jan. 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	Nil	Nil	Nil	15th Jan. 1871.	
	{ Jail ...	ditto	ditto	ditto	ditto.	
	False Point ...	ditto	Not received	ditto	8th Jan. 1871	
	Jagipore ...	ditto	ditto	ditto	ditto.	
	Kendraparah ...	ditto	ditto	ditto	ditto.	
	Jugutsingapore ...	ditto	ditto	ditto	ditto.	
	Sambulpore ...	Not received	ditto	ditto	...	
	Balasore ...	ditto	Nil	Nil	15th Jan. 1871	Not received 2nd to 8th Jan.
CHOTA NAGPORE.	Bhuddruck ...	Nil	ditto	ditto	ditto.	
	Puoree ...	ditto	ditto	ditto	ditto.	
	Khoordah ...	Not received	Not received	...	...
	Hazareebaugh ...	Nil	Nil	Nil	15th Jan. 1871.	
	Burhee ...	Not received	Not received	Nil	...	
	Pachamba ...	Nil	Nil	Nil	15th Jan. 1871	
	Ranches ...	ditto	Not received	ditto	8th Jan. 1871	Not received 1st January.
	Palamow ...	ditto	ditto	ditto	ditto.	
PATNA.	Parulja ...	ditto	Nil	ditto	15th Jan. 1871.	
	Gobindpore ...	Not received	Not received	...	...
	Chyebansa ...	Nil	Nil	Nil	15th Jan. 1871.	
	Patna ...	ditto	ditto	ditto	ditto.	
	Behar ...	Not received	Not received	...	...
	Barh ...	Nil	ditto	Nil	8th Jan. 1871.	
	Dinapore ...	ditto	Nil	ditto	15th Jan. 1871.	
	Gya ...	ditto	ditto	ditto	ditto.	
BHAUGURPORE.	Sherghotty ...	Not received	Not received	...	...
	Nowadah ...	Nil	Nil	Nil	15th Jan. 1871	
	Arangabad ...	Not received	Not received	...	...
	Chumparun ...	Nil	Nil	Nil	15th Jan. 1871	
	Chupiah ...	ditto	ditto	ditto	ditto.	
	Sowan ...	ditto	Not received	ditto	8th Jan. 1871.	
	Mozufferpore ...	ditto	ditto	ditto	ditto.	
	Durbhangah ...	ditto	ditto	ditto	ditto.	
RAJSHAHYE.	Seetmarea ...	ditto	Nil	ditto	15th Jan. 1871.	
	Tajpore ...	Not received	Not received	...	...
	Ariah ...	Nil	Nil	Nil	15th Jan. 1871.	
	Buzar ...	ditto	ditto	ditto	ditto.	
	Sameram ...	Not received	Not received	...	...
	Bhubhoosh ...	ditto	ditto	...	...
	Benares ...	Nil	ditto	Nil	8th Jan. 1871	
	Bhawalpore ...	Not received	Nil	ditto	15th Jan. 1871	Not received 2nd to 8th Jan.
BUDAPEST.	Mudheypoorah ...	Nil	ditto	ditto	ditto.	
	Banka ...	Not received	Not received	...	...
	Monghyr ...	Nil	Nil	Nil	15th Jan. 1871.	
	Jamshie ...	Not received	Not received	...	...
	Begoonari ...	ditto	ditto	...	...
	Deoghur ...	Nil	Nil	Nil	15th Jan. 1871.	
	Purneah ...	ditto	ditto	ditto	ditto.	
	Rainpore Beaulah ...	ditto	ditto	ditto	ditto.	
BURDWAN.	Natore ...	ditto	Not received	ditto	8th Jan. 1871.	
	Bograh ...	ditto	Nil	ditto	15th Jan. 1871.	
	Dinapore ...	ditto	ditto	ditto	ditto.	
	Maldah ...	ditto	ditto	ditto	ditto.	
	Berhampore ...	ditto	ditto	ditto	ditto.	
	Pubna ...	ditto	ditto	ditto	ditto.	
	Coomercolly ...	Not received	ditto	ditto	ditto	Not received 2nd to 8th Jan.
	Serajgunge ...	ditto	Not received	...	...
PUNJAB.	Ranpore ...	ditto	Nil	Nil	15th Jan. 1871	Not received 2nd to 8th Jan.
	Titalya ...	Nil	ditto	ditto	ditto.	
	Burdwan ...	ditto	ditto	ditto	ditto.	
	Cutwa ...	ditto	ditto	ditto	ditto.	
	Culna ...	ditto	Not received	ditto	8th Jan. 1871.	
	Bood-Bood ...	ditto	Nil	ditto	15th Jan. 1871.	
	Bancoman ...	ditto	ditto	ditto	ditto.	
	Raneesgunge ...	ditto	ditto	ditto	ditto.	
PUNJAB.	Sooree ...	ditto	ditto	ditto	ditto.	
	Hooghly ...	ditto	ditto	ditto	ditto.	
	Howrah ...	Not received	ditto	ditto	ditto	Not received 2nd to 8th Jan.
	Midnapore ...	Nil	ditto	ditto	ditto.	
	Contai ...	ditto	Not received	ditto	8th Jan. 1871.	
	Qurbetta ...	ditto	ditto	ditto	ditto.	
	Tumlook ...	ditto	ditto	ditto	ditto	Not received 1st January.
	Kishnaghar ...	ditto	Nil	ditto	15th Jan. 1871.	
PUNJAB.	Bongong ...	ditto	ditto	ditto	ditto.	
	Ranaghat ...	ditto	ditto	ditto	ditto.	
	Mekarnore ...	ditto	Not received	ditto	8th Jan. 1871.	
	Choudangah ...	Not received	ditto	...	...
	Kooshteah ...	Nil	ditto	Nil	8th Jan. 1871.	
	Jessore ...	ditto	Nil	ditto	15th Jan. 1871.	
	Saugor Island ...	ditto	ditto	ditto	ditto.	
	Calcutta ...	ditto	ditto	ditto	ditto.	
PUNJAB.	Alipore { Jail ...	ditto	ditto	ditto	ditto.	
	{ Dispensary ...	ditto	ditto	ditto	ditto.	
	Barrackpore ...	ditto	Not received	ditto	8th Jan. 1871.	
	Dum Dum ...	ditto	ditto	ditto	ditto.	
	Barnaset ...	ditto	ditto	ditto	ditto.	
	Satkherah ...	ditto	ditto	ditto	ditto.	
	Bussorhant ...	ditto	ditto	ditto	ditto.	
	Diamond Harbour ...	ditto	ditto	ditto	ditto.	
PUNJAB.	Barripore ...	ditto	ditto	ditto	ditto.	
	Barripore ...	ditto	ditto	ditto	ditto.	

DIVISION.	Stations.	Rainfall from 1st to 8th Jan. 1871.	Rainfall from 9th to 16th Jan. 1871.	RAINFALL FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
DACCA.	Dacca { Telegraph Office ...	Not received	Not received	...	...
	Dacca { Jail ...	Nil	Nil	Nil	15th Jan. 1871.	
	Burmanul ...	ditto	ditto	ditto	ditto.	
	Dowlat Khan ...	ditto	Not received	ditto	8th Jan. 1871	
	Persepore ...	ditto	Nil	ditto	15th Jan. 1871.	
	Madaripore ...	ditto	ditto	ditto	ditto.	
	Farradpore ...	ditto	ditto	ditto	ditto.	
	Mymensing ...	ditto	Not received	ditto	8th Jan. 1871.	
	Jamalpore ...	Not received	ditto	...	...
	Atteah ...	ditto	ditto	...	...
	Kishorgunge ...	Nil	ditto	Nil	8th Jan. 1871	
CHITTAGONG.	Sylhet ...	ditto	Nil	ditto	15th Jan. 1871.	
	Cachar ...	ditto	Not received	ditto	8th Jan. 1871.	
	Aenakhall Hylakandy ...	Not received	ditto	...	...
	Chittagong { Telegraph Office ...	Nil	Nil	Nil	15th Jan. 1871.	
	Chittagong { Jail ...	ditto	Not received	ditto	8th Jan. 1871.	
	Cox's Bazar ...	Not received	ditto	...	...
COCH BEHAR.	Rangamata Hill ...	Nil	ditto	Nil	8th Jan. 1871.	
	Noakhally ...	Not received	Nil	ditto	15th Jan. 1871	Not received 2nd to 6th Jan.
	Tipperah ...	ditto	ditto	ditto	ditto	Ditto.
	Brahmanbariah ...	Nil	Not received	ditto	8th Jan. 1871.	
	Akvaab ...	ditto	Nil	ditto	15th Jan. 1871.	
COCH BEHAR.	Buxa ...	ditto	ditto	ditto	ditto.	
	Gowalparah ...	ditto	Not received	ditto	8th Jan. 1871.	
	Dhobree ...	Not received	ditto	...	...
	Toora (Garo Hills) ...	Nil	ditto	Nil	8th Jan. 1871.	
	Darjeeling { Telegraph Office ...	Not received	ditto	...	...
	Darjeeling { Jail ...	ditto	ditto	...	...
	Rungbee ...	ditto	ditto	...	...
	Terna ...	ditto	ditto	...	...	Not recorded.
	Falacottah ...	Nil	Nil	Nil	15th Jan. 1871.	
	Julpigooie ...	ditto	ditto	ditto	ditto.	
ASSAM.	Boda ...	Not received	ditto	ditto	...	Not received 2nd to 8th Jan.
	Tezporo ...	Nil	Not received	ditto	8th Jan. 1871	
	Nowgong ...	Not received	ditto	...	...
	Burpettah ...	ditto	ditto	...	...
	Gownatty ...	ditto	ditto	...	...
	Seebangor ...	0.05	ditto	Nil	8th Jan. 1871	
	Golaghat ...	Nil	ditto	ditto	ditto.	
	Nazecrah ...	0.03	ditto	ditto	ditto.	
	Debroughur ...	Nil	ditto	ditto	ditto	Not received 1st January.
	Suddya ...	Not received	ditto	...	...
ASSAM.	Shillong ...	Nil	ditto	Nil	8th Jan. 1871.	
	Jowai ...	Not received	ditto	...	...
	Samnagoedting ...	ditto	ditto	...	...

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 21st January 1871.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 15th to 21st January 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.		
Jan.	15th	Inches. 29.986	78.4	57.3	133.0	68.8	58.5	51.9	0.61	E N E & N	...	126.0	...	Clear and cirro cumuli. Slightly foggy from 7 to 11 P. M.
	16th	29.971	79.5	60.0	137.6	68.9	60.9	54.5	.62	N N E & N	...	150.6	...	Clear and cirro cumuli.
	17th	29.945	79.2	61.2	137.8	70.0	63.0	57.4	.66	N N E, N E & N by E	...	136.7	...	Clear and cirro cumuli.
	18th	29.982	79.4	67.8	124.3	72.7	66.1	60.8	.68	N by E, N N E & N E	...	81.7	...	Stratoni and cirro cumuli. Slightly foggy from 9 to 11 P. M. Drizzled at 5½ and 11 A. M.
	19th	30.005	79.8	65.4	134.5	72.3	65.2	59.5	.66	N & N W	...	98.2	...	Chiefly clear. Slightly foggy at midnight and 1 A. M.
	20th	29.976	75.7	62.6	135.0	68.8	61.0	56.4	.66	N W & W	...	156.1	...	Clear. Slightly foggy at 10 and 11 P. M.
	21st	29.943	75.0	58.3	134.5	66.1	59.7	54.6	.68	W & W by N	...	109.1	...	Clear. Slightly foggy at midnight.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	22.5
The max. temperature during the past seven days	...	79.8
The max. temperature during the corresponding period of the past year	...	83.2
The mean humidity during the past seven days	...	0.65
The mean humidity during the corresponding period of the past year	...	0.72
		Inches.
The total fall of rain from 15th to 21st ... { by lower rain gauge	...	Nil
... { by anemometer gauge	...	Nil
Ditto ditto, average of 17 previous years	...	0.08
Ditto between the 1st January and the 21st January	...	Nil
Ditto ditto ditto, average of 17 years	...	0.17

GOPENAATH SEN,

In charge of the Observatory.

The 23rd January 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 7th January 1871, on 1,279½ miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.			Total Traffic Receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.		
		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	87,848	1,42,058 10 2	13,022 0 10	566,568 20	3,71,306 8 3	34,036 8 7	47,058 9 5
Or per mile of railway ... ..	...	111 0 5	10 3 7	...	290 3 2	26 12 0	36 15 7
For previous weeks of half year ...	...	...	.....	...	.....	.....	.....
Total for 1 week	87,848	1,42,058 10 2	13,022 0 10	566,568 20	3,71,306 8 3	34,036 8 7	47,058 9 5
COMPARISON.							
Total for corresponding 9 days of previous year	124,196½	2,82,038 4 11	25,853 10 3	767,998 30	4,55,052 2 4	41,768 2 3	67,621 12 6
Per mile of railway, corresponding period of previous year ...	.....	249 5 11	23 17 2	...	402 14 0	36 18 7	59 15 9
Total to corresponding date of previous year	124,196½	2,82,038 4 11	25,853 10 3	769,998 30	4,55,052 2 4	41,768 2 3	67,621 12 6

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 7th January 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,823	12,814 4 9	1,177 7 11	47,049 0	15,224 0 0	1,395 11 4	2,572 19 3
Or per mile of railway ...	...	57 9 7	5 5 7	...	68 4 4	6 5 2	11 10 9
For previous weeks of half year ...	...	...	...	...	...	...	...
Total for 1 week ...	3,823	12,814 4 9	1,177 7 11	47,049 0	15,224 0 0	1,395 11 4	2,572 19 3
COMPARISON.							
Total for corresponding 9 days of previous year ...	6,090½	19,177 11 4	1,767 10 2	26,048 10	7,096 0 9	650 8 3	2,408 7 5
Per mile of railway, corresponding period of previous year ...	...	86 0 0	7 17 8	...	31 13 1	2 18 4	10 16 4
Total to corresponding date of previous year ...	6,090½	19,177 11 4	1,767 10 2	26,048 10	7,096 0 9	650 8 3	2,408 7 5

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 7th January 1871, on 156½ miles open.

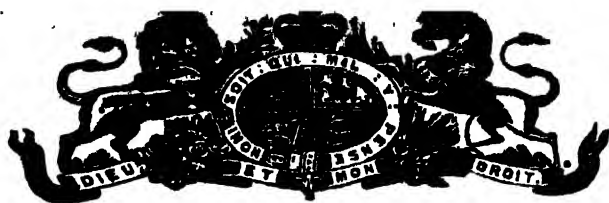
		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	27,687½	16,163 10 9	1,431 13 5	105,632 35	25,027 3 10	2,294 3 3	3,775 16 8
Or per mile of railway ...	176	103 7 9	9 9 4	675 0	159 14 8	14 13 2	24 2 6
For previous weeks of half year ...	...	...	...	...	...	...	...
Total for 1 week ...	27,687½	16,163 10 9	1,431 13 5	105,632 35	25,027 3 10	2,294 3 3	3,775 16 8
COMPARISON.							
Total for corresponding week of previous year ...	23,908½	13,725 6 6½	1,258 3 3	68,864 21½	9,714 2 11	890 9 4	2,148 12 7
Per mile of railway, corresponding week of previous year ...	211	121 3 2	11 2 2	604 0	85 12 5	7 17 3	18 19 5
Total to corresponding date of previous year ...	23,908½	13,725 6 6½	1,258 3 3	68,864 21½	9,714 2 11	890 9 4	2,148 12 7

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 7th January 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	8,024	1,256 4 0	125 12 7	7,584 10	231 9 3	23 9 2	149 1 9
Or per mile of railway ...	287	44 13 10	4 0 8	270 85	8 6 0	0 16 9	5 6 6
For previous 14 weeks of half year ...	76,618½	12,484 3 9	1,214 8 5	154,495 13	5,197 7 3	519 14 11	1,768 3 4
Total for 15 weeks ...	84,670½	13,740 8 6	1,374 1 0	160,479 28	5,432 0 6	543 4 1	1,917 5 1
COMPARISON.							
Total for corresponding week of previous year ...	4,536½	854 12 3	78 7 1	9,892 23	305 7 6	23 0 0	106 7 1
Per mile of railway, corresponding week of previous year ...	162	30 8 5	2 16 0	350 0	10 14 7	1 0 0	3 16 6
Total to corresponding date of previous year ...	60,759	11,763 3 0	1,078 5 11	139,168 22	4,890 12 2	448 6 5	1,526 13 4

No. 5



of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, FEBRUARY 1, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, the 28th January 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

T. H. COWIE, Esq., *Advocate-General*,
THE HON'BLE ASHLEY EDEN,
A. MONEY, Esq., C.B.,
A. R. THOMPSON, Esq.,
V. H. SCHALCH, Esq.,
MOULVY ABDOL LUTREFF KHAN BAHADOOR,

T. M. ROBINSON, Esq.,
F. F. WYMAN, Esq.,
BABOO JOTENDRO MOHUN TAGORE,
T. H. WORDIE, Esq.,
AND
BABOO DIGUMBER MITTER.

RECOVERY OF LAND REVENUE IN ASSAM.

MR. RIVERS THOMPSON, in moving for leave to bring in a Bill "for the recovery of land revenue and the mutation of names in Assam," said he would explain briefly the circumstances which made necessary a recourse to legislation on this subject. It had been for some time under the consideration of the Government to frame rules for the revenue administration of the Assam province. In Assam the whole proprietary right in the soil might be said to be vested in the Government, and the system in force since our acquisition of that province had been to make an annual settlement directly with the ryots for the lands in the villages occupied by them. For making these settlements, as well as for collecting the Government demands, a class of agents termed "mouzadars" were employed in every district, who did not necessarily hold any interest in the soil themselves, but who were employed much in the same manner as tehsildars in the north-west provinces, in arranging for the settlement of villages, and in the realization of the Government revenue. For such duties they received a percentage on the collections made by them on behalf of Government. These mouzadars were either in charge of a single village, if the village was a large one; or of a circle of villages, if the villages were small. As far as he (Mr. Thompson) understood, the practice had been, on the occurrence of a default in the payment of revenue, for the mouzadar to report the circumstances of the case to the district officer, who thereupon proceeded to summon the defaulter, and after a certain allowed time if the money was not paid in, to attach the property of the defaulter, or to arrest and imprison him. There was reason to believe that under the light assessment which prevailed in Assam, the Government demand was punctually settled, and resort to such measures had very seldom been found necessary. It might, however, be noted that the procedure under which the authorities acted in cases of arrears of revenue, even if it was uniform throughout the province, had this defect, that it had never received the sanction of the legislature, and was merely followed out under rules of practice which had been in force for many years.

This was ascertained more precisely on the Lieutenant-Governor's recent visit to Assam, when the general rules submitted by the commissioner for the revenue administration of the province received the sanction of the Lieutenant-Governor as being passable by the executive Government. These referred generally to the appointment and removal of the mouzadars, the procedure in making the yearly settlements, and the determination of the rates of assessment. It was, however, pointed out to the commissioner that the practice under which, in default of payment of the Government demand, recourse was had to fine and imprisonment, could not be enforced without law. Accordingly a reference was made to the local officers, and to the rules prepared by the commissioner and revised by the Board of Revenue, embodying with some slight modifications the procedure now in force, it was proposed to give legal sanction by an Act of this Council. Occasion had been taken, on the recommendation of the local authorities, to add to the Bill certain sections, prescribing the course to be observed in cases connected with the mutation of names. It was found to be a not uncommon practice for a ryot to resign his holding during the currency of a settlement without giving any notice to the district officers. Also, on the occasion of the death or absence of a ryot, other persons came forward to take possession of the vacated lands, and in many instances without any right to do so. It was therefore thought proper to legalize by registration all transfers of holdings which a ryot might wish to relinquish, and provision would be made on the subject in the present Bill.

If leave was given to bring in the Bill, he would take an early opportunity to explain the form which it was proposed to give it.

The motion was agreed to.

RECOVERY OF FINES.

MOULVY ABDOL LUTELF moved for leave to bring in a Bill "to facilitate the recovery of fines imposed in Bengal." In doing so he said he begged to state the circumstances under which he was induced to propose the introduction of the Bill, and the objects proposed to be attained by the same. By section 4 of Act V. of 1867 of this Council, passed on the 30th of May of that year, the provisions of sections 63 to 70 of the Indian Penal Code, and of section 61 of the Code of Criminal Procedure, were made applicable to all fines which might be imposed under the authority of any Act thereafter to be passed by this Council, but the provisions of the sections of the Penal Code which he had mentioned were not made to apply to fines imposed under the authority of any Act the Council passed previously to the passing of that Act. His object was to get an Act passed by which this difficulty might be removed, for, as he would presently explain, considerable difficulty had been experienced by judicial and executive authorities in enforcing penalties imposed under the authority of Acts passed previously to June 1867. As an illustration, he would mention that the municipal commissioners for the suburbs of Calcutta had found it exceedingly difficult—nay, almost impossible—to carry out the provisions of Act VII. of 1865 for the better regulation of slaughter-houses. The result was that the Act in question had proved perfectly powerless. That Act provides penalties on persons using as a slaughter-house places not licensed as such, and so forth. It had been found that two of the largest slaughter-houses in the suburbs, which were the property of wealthy men, had been given on leases to men of straw, and these latter were held to be the parties who were actually using them within the meaning of that Act. These men had applied for licenses and had been refused; but notwithstanding such refusal they had, in defiance of the law, been openly using these slaughter-houses, and on being convicted for a breach of the provisions of the Act and sentenced to pay heavy fines, it was found that they had no movable property which could be distrained and sold for the recovery of the fines under the provisions of section 61 of the Code of Criminal Procedure, which was the only means provided for the realization of such fines, and the result was that the slaughter-houses in question were to the present moment carried on in full vigour in open defiance of the law, for the law was quite incapable of enforcing its penalties.

It seemed useless to pass an Act and make a breach of its provisions punishable by fines if there be no means to enforce the penalties attached to the offence. He thought that this difficulty would be met by passing a short Act of the nature he had proposed, and he therefore begged to move for leave to bring in this bill.

The motion was agreed to.

The Council was adjourned to Saturday, the 4th February.

Report on the Alooakhooa Mela.

From J. H. RAVENSHAW, Esq., Officiating Collector and Magistrate of Dinagepore, to the Commissioner of Revenue, Rajshahye Division, Berhampore,—(No. 15Ct., dated Camp Mohipaul, the 17th December 1870.)

I HAVE the honor to submit the following report on the Alooakhooa méla which is just concluded.

2. This fair takes place annually at the above-mentioned place. It has now been established for some years, and of late has greatly increased in proportion, and bids fair to rival the well known Nekmurd méla. It commences at the full moon in Kartick this year, falling on the 8th November. It is held on the property of Baboo Ramprosaud Roy.

3. I determined this year on visiting it to institute such sanitary measures as were practicable. I reached the fair on the 7th November with the district superintendent, and found that inspector Huri Churun had carried out fully the orders I had given him on the subject.

4. In the first place, broad streets were marked out with flags from north to south and east to west, each from 24 to 30 feet wide. All booths and shops were erected on these lines in regular order, and no encroachments allowed. Latrines were provided to leeward at some distance, and all nuisances within a marked limit were specially forbidden; proclamation to this effect being notified by beat of drum every few hours. As the fair increased in dimension the roads were extended on all directions, thereby affording a plentiful and free current of air. The municipal darogah, with twelve coolies and eight mehters, looked after the conservancy. The most scrupulous cleanliness was observed. The streets were kept constantly clean and swept frequently, and all offal and dirt collected and immediately buried. I remained at the fair till the 13th, and even after so many days not the slightest bad smell was observable, notwithstanding the vast concourse of people and the thousands of head of cattle present. I visited every portion of the fair twice daily, and the most perfect order prevailed. Some difficulty at first resulted in enforcing the conservancy arrangements, and small fines of from two to eight annas were inflicted in many cases before the necessity of using the latrines was fully comprehended and the determination to prevent encroachments on the roads understood. A hospital was erected on a convenient spot, which was presided over by native doctor Ruheem Buksh.

5. Not a single death took place during the fair among the large concourse, estimated at from 60 to 80,000 people; no sickness of any kind of a severe nature occurred; and even among the cattle I could hear of no loss. I had a watch carefully kept on all cattle entering the méla, as the foot and mouth disease had been to some extent prevalent in the district, and, I had heard, very servely towards Darjeeling, though no cattle were stopped as no case of disease shewed itself.

6. The order preserved was very creditable to the police and also to the populace. Inspector Huri Churun exerted himself to the utmost, and deserves great credit. The whole of the arrangements were under his immediate supervision.

7. The gang of bad characters usually attached to such gatherings were either absent or deterred by the police arrangements from carrying out their predatory habits; but three cases of petty theft were brought before me, and the prisoners in each were convicted and flogged in the centre of the fair. One case of personation of a constable took place; but the plaintiff was induced to abscond by some parties from Purneah connected with the prisoner. The méla is on the Purneah borders, and next year I think the Purneah police should attend and assist in keeping order.

8. Baboo Tariui Prosaud Rai, the landowner, gave every assistance in a most willing manner. He thoroughly appreciated the advantages of the measures undertaken, and has supplied me with all the statistical information that is alluded to in this report. He has promised to make the roads roughly marked out this year permanent, so that for the future there may be no further necessity for laying them out. He also wishes to make a road to the méla from the imperial road about five miles distant, but has been deterred from doing so by the other zemindars through whose lands it will pass. This matter will probably be the subject of a future communication. I did not think proper to take any measures regarding prostitutes, as I had no European medical officer present. Some few were at the méla, and were informed they would not be molested as long as they conducted themselves quietly and with outward propriety.

9. I will now pass to the more statistical part of the report. The general part of the fair, by which I allude to the booths and shops, occupied probably two miles of road. All were carefully arranged according to their trades. The extension of the roads through the cattle pastures was probably double. Very large sales of cloth, beads, and brass utensils, took place.

10. Of elephants brought for sale, most were quite small but realized very large sums. The minutest animal, scarce able to carry his mahout, fetched Rs. 1,100.

11. The horse mart was very small, and no animals worth purchase were present; but the native tatoo were very numerous, and found ready sales. The cattle market was more extensive than the whole of the rest of the fair, and covered, I should think, at least a square mile of land. Very ready sale was found for bullocks, which realized various prices from Rs. 15 to 60. Of buffaloes also there was a fine show, but milch cows were neither numerous nor remarkable for their excellence.

12. The accompanying statement will shew the estimated number of all products and live-stock attending the fair and sold, with a rough calculation of the prices realized. The shop-keepers paid the zemindar four and half annas per hut for their shops, and vendors of cattle so much on their sales. All sales were duly registered by the zemindar. The total absence of receipt stamps attracted my attention. I think this matter should be rigorously enforced for the future, and a vendor sent to the fair with a full supply for distribution.

13. All expenses for conservancy and medical aid were charged on the zemindars, who readily paid them. A memorandum is attached shewing the entire cost.

No	Description of shops	Number of shops	Value of things brought for sale			Quantity of things and number of animals brought for sale	Value of things sold			Quantity of things not sold	Value of things not sold		
			Rs	As	P		Rs	As	P		Rs	As	P
1	Kaian shops	48	1,90,788	0	0		1,84,343	13	0		6,445	8	0
2	Baca merchant shops	11	7,575	0	0		5,888	0	0		1,687	0	0
3	Sattarandic ditto	11	2,788	8	0		2,534	0	0		245	8	0
4	Shops for selling fried rice and tart	48	2,132	13	0		2,041	13	0		271	0	0
5	Shops of wooden beads	23	576	0	0		497	4	0		78	12	0
6	Hooxa shops	27	1,228	0	0		1,068	8	0		157	8	0
7	Indigo ditto	40	1,238	4	0		1,168	8	0		69	12	0
8	Sunko or shell anklets	16	1,148	0	0		1,039	4	0		108	12	0
9	Patlora shops	31	2,211	0	0		2,081	0	0		131	0	0
10	Shoe ditto	31	1,151	0	0		3,157	8	0		468	8	0
11	Blanket ditto	4	3,301	0	0		3,060	0	0		235	0	0
12	Quilt ditto	21	1,995	0	0		1,816	0	0		179	0	0
13	Tatoo and horses	1, 1	91,325	0	0	834	20,842	0	0	409	10,443	0	0
14	Elephants	189	1,01,955	0	0	38	31,956	0	0	1 1	1,30,000	0	0
15	Bullocks and cows	11,545	2,000	0	0	2,966	51,301	0	0	8,589	1,84,800	18	0
16	Buffaloes	606	10,528	11	0	553	9,574	11	0	53	1,000	0	0
17	Wooden things*	891	1,236	0	0		1,112	0	0		127	0	0
18	Iron basins	7	742	0	0		711	0	0		31	0	0
19	Spade	11	1,175	0	0		1,060	0	0		95	0	0
20	Spices	51	64	5	0		4,603	0	0		52	0	0
21	Brass and Belmetal plates	62	59,168	0	0		51,459	8	0		1,245	8	0
22	Randiv articles	32	873	0	0		860	0	0		13	0	0
23	Moch shops	45	1,097	0	0		911	8	0		175	8	0
24	Churi, or a kind of anklets	16	274	14	0		231	4	0		35	4	0
			6,92,735	0	0		1,90,581	13	0		1,02,153	2	0
	* Big chests	172											
	Cart wheels	675											
	Khat	1											
	Palkee	1											
	Chowkee	63											

Length of the fair from east to west is 26 russees or 52¹/₂ of a mile
Breadth from north to south is 20 russees, or 4¹/₂ of a mile or 620 square russees or 10¹/₂ of a square mile

List of expenditure incurred on account of sanitation and conservancy purposes at Alooakhoos Fair.

CONSERVANCY

				Rs.	As.	P.
Salary of municipal coolies employed at the fair	...	..	...	10	8	0
Ditto of mehters ditto ditto				23	10	0
Ditto of a duffadar to guide the mehters	...	...		4	8	0
Travelling allowance of conservancy darogah	...			30	0	0
Halting allowance of ditto			..	3	10	0

102 4 0

SANITATION

Price of medicine			...	20	3	0
Travelling allowance of native doctor			..	30	0	0
Halting allowance of ditto	...	..		7	4	0

57 7 0

Total .. 159 11 0

* The accounts being with the native doctor on leave, these figures are given in accordance with the distance travelled and the days halted by the conservancy darogah

Meteorological Telegraphic Report for the period 22nd to 28th January 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat = 100	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Jan. 22nd	10	30.022	30.019	68.0	60.5	62	W by N	...	...	...	b
	16	16	29.917	29.936	75.2	62.2	44	W	...	...	...	b
	23rd	10	30.045	30.044	70.5	62.2	59	W S W	...	...	...	b
	16	16	29.932	29.950	78.0	63.0	46	W	...	...	...	b
	24th	10	30.054	30.073	72.0	61.5	64	W by S	...	...	...	b
	16	16	29.917	29.965	78.0	65.0	43	W S W	...	...	...	b
	25th	10	30.063	30.081	72.4	67.4	80	S W	...	...	...	b
	16	16	29.923	29.911	80.5	67.7	47	S W	...	...	...	b
	26th	10	30.119	30.138	70.7	61.7	57	N by E	...	...	...	b
	16	16	30.014	30.032	75.5	59.8	35	W N W	...	...	...	b
SALVOO ISLAND.	27th	10	30.142	30.161	69.0	57.6	47	W N W	...	...	...	b
	16	16	29.996	30.014	75.0	57.2	26	W	...	...	...	b
	28th	10	30.112	30.131	65.0	56.3	55	W	...	...	...	b
	16	16	29.960	29.985	73.9	58.5	33	W by S	...	...	...	b
	22nd	10	30.041	30.047	71	66	75	N W	3.4*	...	...	b
	16	16	29.917	29.943	78	69	61	S W	4.0*	...	...	b
	23rd	10	30.078	30.044	72	68	80	W	3.6*	...	...	b
	16	16	29.955	29.981	79	73	69	W S W	10.4*	...	C	b
	24th	10	30.077	30.048	73	72	95	W N W	8.2*	...	C	b
	16	16	29.972	29.978	74	73	77	S S W	12.9*	...	C	b
CHITTAGONG.	25th	10	30.072	30.078	76	73	86	S W	10.2*	...	C	b
	16	16	29.960	29.966	79	73	73	S S W	11.6*	...	...	b, m
	26th	10	30.121	30.127	73	64	80	N N W	10.2*	...	...	b, m
	16	16	30.060	30.066	60	66	44	N	13.5*	...	...	b, m
	27th	10	30.148	30.154	70	61	57	N E	6.0*	...	...	b
	16	16	30.019	30.025	79	65	46	N N W	7.7*	...	...	b
	28th	10	30.131	30.137	72	65	66	N W	4.7*	...	...	b
	16	16	29.977	29.983	79	65	43	S W	5.4*	...	...	b
	22nd	10	29.995	30.037	78	64	62	N	4.2*	...	...	b, m
	16	16	29.807	29.910	70	67	50	W S W	8.0*	...	...	b
MADRAS.	23rd	10	29.976	30.040	72	67	75	E	3.4*	...	...	b, m
	16	16	29.823	29.935	79	68	57	W N W	8.3*	...	...	b, m
	24th	10	30.012	30.125	71	67	67	E	3.0*	...	...	b, m
	16	16	29.973	29.965	79	69	58	W S W	6.8*	...	...	b, m
	25th	10	29.993	30.100	73	68	70	N E	3.5*	...	...	b, m
	16	16	29.774	29.868	78	69	61	W S W	7.7*	...	...	b
	26th	10	30.021	30.130	73	67	71	N	4.5*	...	...	b, m
	16	16	29.834	30.015	79	70	61	S W	7.7*	...	...	b, m
	27th	10	30.027	30.141	73	60	45	N N E	5.2*	...	...	b, m
	16	16	29.879	29.911	70	63	38	W	8.6*	...	...	b, m
OUTRAGE.	28th	10	30.013	30.127	70	60	52	N E	5.1*	...	...	b, m
	16	16	29.967	29.980	75	65	55	W S W	7.1*	...	...	b
	22nd	10	30.017	30.077	79	71	65	N by W	4*	...	...	b, c
	16	16	29.838	29.984	82	70	52	N by E	10*	...	...	b
	23rd	10	30.007	30.067	80	64	51	N N E	8*	...	...	b, c
	16	16	29.956	29.986	80	68	51	S W	8*	...	...	b, c
	24th	10	30.003	30.093	77	68	60	N W	7*	...	...	b, c
	16	16	29.925	29.955	61	69	51	N	12*	...	...	b, c
	25th	10	30.049	30.078	80	70	58	N N W	15*	...	...	b, c
	16	16	29.837	29.907	80	70	58	N	14*	...	...	b, c
ARUNG.	26th	10	30.093	30.123	78	72	73	N W	18*	...	...	b, c
	16	16	29.992	30.022	80	71	62	N	12*	...	...	b, c
	27th	10	30.106	30.136	84	73	56	N by W	9*	...	...	b
	16	16	29.997	30.027	83	71	55	N	13*	...	...	b, c
	22nd	10	29.970	30.054	70	60	52	W N W	...	...	...	Fair.
	16	16	29.830	29.923	77	61	31	W N W	...	...	...	Fair.
	23rd	10	29.991	30.077	69	63	70	N N W	...	...	...	Fair.
	16	16	29.881	29.904	77	63	41	E	...	...	...	Fair.
	24th	10	30.015	30.100	68	64	79	N W	...	...	...	Fair.
	16	16	29.879	29.962	77	64	45	N N E	...	...	...	Fair.
ARUNG.	25th	10	30.020	30.104	69	63	70	W S W	...	...	...	Fair.
	16	16	29.863	29.916	81	63	31	N N W	...	...	...	Fair.
	26th	10	30.057	30.141	70	63	65	N N W	...	...	...	Fair.
	16	16	29.921	30.004	80	64	37	N W	...	...	...	Fair.
	27th	10	30.082	30.146	73	60	67	N N E	...	...	...	Fair.
	16	16	29.939	30.022	77	65	49	E	...	...	...	Fair.
	22nd	10	29.975	29.991	71	67	80	S E	1	...	K	b
	16	16	29.919	29.934	77	70	68	W	1	...	K	b
	23rd	10	30.035	30.051	71	68	85	N E	1	...	K	m
	16	16	29.910	29.934	77	71	73	S S W	1	...	C	b
	24th	10	30.067	30.073	70	67	84	N E	1	...	C	b
ARUNG.	16	16	29.933	29.944	79	71	65	W S W	1	...	C	b
	25th	10	30.067	30.073	70	67	84	E	1	...	C	m
	16	16	29.936	29.951	78	70	65	W	1	...	C	b
	26th	10	30.093	30.100	68	64	79	E	1	...	C	b
	16	16	29.986	30.001	78	76	90	N W	2	...	C	b
	27th	10	30.097	30.113	71	66	75	N	1	...	C	b
	16	16	29.953	29.968	79	69	58	N W	2	...	C	b
	28th	10	30.081	30.097	65	59	63	N E	1	...	C	b
	16	16	29.951	29.966	76	65	52	N W	2	...	C	b

* Velocity of wind in miles per hour.

CALCUTTA.
The 28th January 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISION.	Stations.	Rainfall from 8th to 15th Jan. 1871.	Rainfall from 16th to 22nd Jan. 1871.	RAIN FROM 1 ST JANUARY 1871		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	Nil	Nil	Nil	22nd Jan. 1871	
	Cuttack { Jail ...	ditto	ditto	ditto	ditto.	
	False Point	ditto	Not received	ditto	15th Jan. 1871.	
	Jagpore	Not received	ditto	ditto	8th Jan. 1871	
	Kendraparah	ditto	ditto	ditto	ditto.	
	Jugutainingpore	ditto	ditto	ditto	ditto.	
	Sambulpore	ditto	ditto	...	...
	Belasore	Nil	Nil	Nil	22nd Jan. 1871	Not received 2nd to 8th Jan.
CHOTA NAGPORE.	Bhuddruck	ditto	Not received	ditto	15th Jan. 1871.	
	Pooner	ditto	Nil	ditto	22nd Jan. 1871	
	Khoordah	ditto	Not received	ditto	15th Jan. 1871.	
	Hazaribagh	ditto	Nil	ditto	22nd Jan. 1871	
	Burhee	ditto	0.01	0.01	ditto.	
	Pachamba	ditto	Not received	Nil	15th Jan. 1871	
	Rancher	Not received	ditto	ditto	8th Jan. 1871	Not received 1st January.
	Palamow	Nil	ditto	ditto	15th Jan. 1871.	
PATNA.	Purnia	ditto	Nil	ditto	22nd Jan. 1871	
	Gobindpore	Not received	Not received	...	...
	Chyebansu	Nil	Nil	Nil	22nd Jan. 1871	
	Patna	ditto	0.05	0.05	ditto.	
	Behar	ditto	Not received	Nil	15th Jan. 1871	
	Barh	ditto	ditto	ditto	ditto	
	Dinapore	ditto	Nil	ditto	22nd Jan. 1871	
	Gya	ditto	Not received	ditto	15th Jan. 1871	
BRAHMAPUTRA.	Sherghotty	Not received	ditto	...	...
	Nowadah	Nil	ditto	Nil	15th Jan. 1871.	
	Arungabad	ditto	ditto	ditto	ditto.	
	Chumpraiun	ditto	ditto	ditto	ditto.	
	Chuprah	ditto	Nil	ditto	22nd Jan. 1871.	
	Sewan	Not received	Not received	ditto	8th Jan. 1871.	
	Mozufferpore	ditto	ditto	ditto	ditto.	
	Durbhanga	Nil	Nil	ditto	22nd Jan. 1871	
RAJSHY.	Seetamaree	ditto	Not received	ditto	15th Jan. 1871.	
	Tajpore	ditto	Nil	ditto	22nd Jan. 1871.	
	Arrah	ditto	ditto	ditto	ditto.	
	Buxar	ditto	ditto	ditto	ditto.	
	Sasaram	Not received	Not received	...	...
	Bhubhoah	ditto	ditto	...	...
	Benares	Nil	ditto	Nil	15th Jan. 1871.	
	Bhargulpore	ditto	Nil	ditto	22nd Jan. 1871	Not received 2nd to 8th Jan
BARDHAMAN.	Mudhey poorah	ditto	ditto	ditto	ditto.	
	Banka	Not received	Not received	...	...
	Monghyr	Nil	Nil	Nil	22nd Jan. 1871.	
	Jamouie	ditto	Not received	ditto	15th Jan. 1871	Not received 1st to 8th Jan.
	Begoesari	Not received	ditto	...	...
	Deoghur	Nil	Nil	Nil	22nd Jan. 1871.	
	Purneah	ditto	ditto	ditto	ditto.	
	Ramnore Beaulah	ditto	ditto	ditto	ditto.	
BARDHAMAN.	Nattore	ditto	ditto	ditto	ditto.	
	Bograh	ditto	ditto	ditto	ditto.	
	Dinapore	ditto	ditto	ditto	ditto.	
	Maldah	ditto	ditto	ditto	ditto.	
	Berhampore	ditto	ditto	ditto	ditto.	
	Pubna	ditto	ditto	ditto	ditto.	
	Coomercolly	ditto	Not received	ditto	15th Jan. 1871	Not received 2nd to 8th Jan.
	Seragunge	Not received	ditto	...	...
BARDHAMAN.	Bungpore	Nil	ditto	Nil	22nd Jan. 1871	Not received 2nd to 8th Jan.
	Titalya	ditto	0.01	0.01	ditto.	
	Burdwan	ditto	Nil	Nil	ditto.	
	Cutwa	ditto	Not received	ditto	15th Jan. 1871.	
	Culna	Not received	Nil	ditto	22nd Jan. 1871	Not received 8th to 15th Jan.
	Blood-Blood	Nil	Not received	ditto	15th Jan. 1871	
	Bancoorah	ditto	Nil	ditto	22nd Jan. 1871.	
	Rancegunge	ditto	ditto	ditto	ditto.	
BARDHAMAN.	Sooree	ditto	Not received	ditto	15th Jan. 1871.	
	Hooghly	ditto	Nil	ditto	22nd Jan. 1871.	
	Howrah	ditto	ditto	ditto	ditto	
	Midnapore	ditto	ditto	ditto	ditto.	Not received 2nd to 8th Jan.
	Coutai	ditto	Not received	ditto	15th Jan. 1871.	
	Gurbetta	Not received	ditto	ditto	8th Jan. 1871.	
	Tumlook	Nil	ditto	ditto	15th Jan. 1871	Not received 1st January.
	Kishnaghur	ditto	Nil	ditto	22nd Jan. 1871.	
PRESIDENCY.	Bongong	ditto	ditto	ditto	ditto.	
	Ranaghat	ditto	ditto	ditto	ditto.	
	Moharpore	ditto	Not received	ditto	15th Jan. 1871.	
	Choudangah	Not received	ditto	...	...
	Koochitah	Nil	Nil	Nil	22nd Jan. 1871.	
	Jessore	ditto	ditto	ditto	ditto.	
	Saugor Island	ditto	ditto	ditto	ditto.	
	Calcutta	ditto	ditto	ditto	ditto.	
PRESIDENCY.	Alipore { Jail ...	ditto	ditto	ditto	ditto.	
	Alipore { Dispensary ...	ditto	ditto	ditto	ditto.	
	Barrackpore	ditto	Not received	ditto	15th Jan. 1871.	
	Dum Dum	ditto	ditto	ditto	ditto.	
	Baraset	ditto	ditto	ditto	ditto.	
	Satkerah	ditto	ditto	ditto	ditto.	
	Russeerhaut	ditto	ditto	ditto	ditto.	
	Diamond Harbour	ditto	ditto	ditto	ditto.	
PRESIDENCY.	Barripore	ditto	ditto	ditto	ditto.	

DIVISION.	Stations.	Rainfall from 9th Jan. 1871.	Rainfall from 16th to 22nd Jan. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
DACCA.	Dacca { Telegraph Office ...	Not received	Not received	Nil	15th Jan. 1871.	
	Dacca { Jail ...	Nil	ditto	Nil	22nd Jan. 1871.	
	Burrisaul ...	ditto	Nil	ditto	ditto.	
	Dowlat Khan ...	ditto	ditto	ditto	ditto.	
	Peronepore ...	ditto	ditto	ditto	ditto.	
	Madaripore ...	ditto	ditto	ditto	ditto.	
	Furresdpore ...	ditto	ditto	ditto	ditto.	
	Mymensing ...	ditto	ditto	ditto	ditto.	
	Jamalpore ...	ditto	ditto	ditto	ditto.	
	Atteah ...	Not received	Not received	Nil	15th Jan. 1871.	
CHITTAGONG.	Kishorgunge ...	Nil	ditto	Nil	22nd Jan. 1871.	
	Sylhet ...	ditto	Nil	ditto	15th Jan. 1871.	
	Cachar ...	ditto	Not received	ditto	...	
	Aenakhall Hylakandy ...	Not received	ditto	...	...
	Chittagong { Telegraph Office ...	Nil	Nil	Nil	22nd Jan. 1871	
	Chittagong { Jail ...	ditto	ditto	ditto	ditto	
	Cox's Bazar ...	Not received	Not received	...	...
	Rangamata Hill ...	ditto	ditto	Nil	8th Jan. 1871	
	Nonkhally ...	Nil	Nil	ditto	22nd Jan. 1871	Not received 2nd to 8th Jan. Ditto.
	Tipperah ...	ditto	ditto	ditto	ditto	
COCH BEHAR.	Brahmaurbariah ...	ditto	Not received	ditto	15th Jan. 1871.	
	Akrah ...	ditto	Nil	ditto	22nd Jan. 1871.	
	Buxa ...	ditto	ditto	ditto	ditto.	
	Gowalparah ...	ditto	Not received	ditto	15th Jan. 1871.	
	Dhohree ...	Not received	ditto	...	...
	Toora (Garh Hills) ...	Nil	ditto	Nil	15th Jan. 1871	
	Darjeeling { Telegraph Office ...	Not received	ditto	...	...
	Darjeeling { Jail ...	ditto	ditto	...	...
	Rungbee ...	ditto	ditto	...	...
	Tera ...	ditto	ditto	...	...	Not recorded
ASSAM.	Falacottah ...	Nil	ditto	Nil	15th Jan. 1871	
	Julpagoorie ...	ditto	Nil	ditto	22nd Jan. 1871	
	Boda ...	ditto	ditto	ditto	ditto.	
	Tezpor ...	ditto	Not received	ditto	15th Jan. 1871	
	Nowgong ...	Not received	ditto	...	...
	Burpettah ...	ditto	ditto	...	...
	Gowhatia ...	Nil	ditto	Nil	15th Jan. 1871	
	Seebhaucor ...	ditto	ditto	0.05	ditto.	
	Golaghat ...	Not received	ditto	Nil	8th Jan. 1871	
	Nazurah ...	Nil	ditto	0.03	15th Jan. 1871.	
ASSAM.	Debrooghur ...	Not received	ditto	Nil	8th Jan. 1871	Not received 1st January.
	Suddya ...	ditto	ditto	ditto	ditto	
	Shillong ...	Nil	ditto	ditto	15th Jan. 1871.	
	Jowai ...	ditto	ditto	ditto	ditto.	
	Samoogoodting ...	Not received	ditto	ditto	8th Jan. 1871	

HENRY F. BLANFORD

*Meteorological Reporter to the Govt. of Bengal.*CALCUTTA,
The 28th January 1871.

**Abstract of the Results of the Hourly Meteorological Observations taken
at the Surveyor-General's Office, Calcutta, in the month of
December 1870.**

Latitude 22° 33' 1" north, longitude 88° 20' 34" east. Height of the cistern of the standard barometer above the sea level, 18·11 feet.

MONTHLY RESULTS.

	Inches.
Mean height of the barometer for the month	30·026
Max. height of the barometer occurred at 10 A.M. on the 15th	30·184
Min. height of the barometer occurred at 3 P.M. on the 21st	29·789
Extreme range of the barometer during the month	0·395
Mean of the daily max. pressures	30·101
Ditto ditto min. ditto	29·969
Mean daily range of the barometer during the month	0·182
<hr/>	
Mean dry bulb thermometer for the month	66·5
Max. temperature occurred at 3 P.M. on the 31st	80·1
Min. temperature occurred at 6 and 7 A.M. on the 20th	57·0
Extreme range of the temperature during the month	23·1
Mean of the daily max. temperature	75·6
Ditto ditto min. ditto	59·1
Mean daily range of the temperature during the month	16·5
<hr/>	
Mean wet bulb thermometer for the month	60·6
Mean dry bulb thermometer above mean wet bulb thermometer	5·9
Computed mean dew-point for the month	55·9
Mean dry bulb thermometer above computed mean dew-point	10·6
Mean elastic force of vapour for the month	0·456
<hr/>	
	Troy grain.
Mean weight of vapour for the month	5·05
Additional weight of vapour required for complete saturation	2·14
Mean degree of humidity for the month, complete saturation being unity	0·70
Mean max. solar radiation thermometer for the month	130·2
<hr/>	
	Inches
Rained no day,—max. fall of rain during 24 hours	Nil
Total amount of rain during the month	Nil
Total amount of rain indicated by the gauge* attached to the anemometer during the month	Nil
Prevailing direction of the wind	W N W, W by N & W

* Height 70 feet 10 inches above ground.

GOPEENAUTH SEN,
In charge of the Observatory

The 26th January 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 14th January 1871, on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total Traffic Receipts.									
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.												
		Rs.	As.	P.	£	s.	d.	Mds.	Srs.	Rs.	As.	P.	£	s.	d.	£	s.	d.
Total traffic for the week ...	94,879½	1,42,103	6	4	12,022	2	10	630,037	0	3,53,757	8	2	32,427	15	6	45,453	15	4
Or per mile of railway ...	.....	111	1	0	10	5	7	500	0	276	7	8	25	0	11	35	10	6
For previous 1 week of half year ...	87,848	1,42,058	10	2	12,022	0	10	588,508	20	3,71,306	8	3	24,036	8	7	47,058	9	5
Total for 2 weeks ...	182,727½	2,84,162	0	6	24,044	2	8	11,98,545	20	7,25,064	0	6	56,464	4	1	92,512	7	9
COMPARISON.																		
Total for corresponding week of previous year ...	135,259½	2,11,969	10	7	28,597	5	5	744,933	10	4,36,524	3	10	40,014	14	5	68,611	18	10
Per mile of railway, corresponding week of previous year ...	.....	275	18	4	25	5	9	.....	0	385	15	8	35	7	7	60	12	4
Total to corresponding date of previous year ...	259,486	5,94,007	15	6	54,450	14	8	15,12,932	0	8,92,176	6	2	81,782	16	8	136,223	11	4

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 14th January 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	7,190½	*24,247 13 8	2,322 14 4	62,349 10	18,735 0 6	1,717 7 7	3,040 1 11
Or per mile of railway ...	32	108 11 9	9 19 4	280	84 0 3	7 14 0	17 13 4
For previous 1 week of half year ...	3,623	12,844 4 9	1,177 7 11	47,049 0	15,234 6 0	1,395 11 4	2,573 19 3
Total for 2 weeks ...	11,013½	37,092 2 5	3,400 2 3	109,398 10	33,969 6 6	3,112 18 11	6,513 1 2
COMPARISON.							
Total for corresponding week of previous year ...	10,607½	48,063 9 1	4,405 16 7	45,007 10	15,750 13 10	1,443 16 7	5,940 12 2
Per mile of railway, corresponding week of previous year ...	47	215 8 6	19 15 2	200	79 10 1	6 9 6	26 4 8
Total to corresponding date of previous year ...	18,698	67,341 4 5	6,163 15 9	71,055 20	22,946 4 7	2,094 4 10	8,258 0 7

* Rs. 6,531-1-8 added, being short included in last week

EASTERN BENGAL RAILWAY.

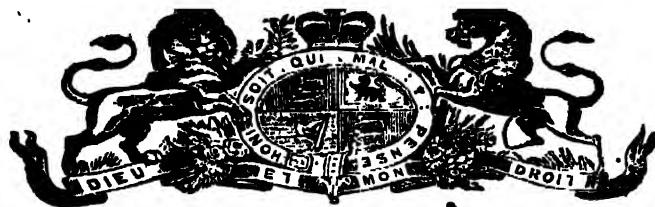
Approximate Return of Traffic for week ended 14th January 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	26,989½	14,248 10 0	1,306 2 6	68,808 29	16,520 1 10	1,514 6 10	2,620 9 4
Or per mile of railway ...	172	91 0 9	8 6 11	440 0	105 8 11	9 13 6	18 0 6
For previous 1 week of half year ...	27,697½	16,163 10 9	1,481 13 5	105,632 35	35,027 3 10	2,294 3 3	3,775 16 8
Total for 2 weeks ...	54,687	30,412 4 9	2,787 15 11	174,501 24	41,547 5 8	3,808 10 1	6,595 6 0
COMPARISON.							
Total for corresponding week of previous year ...	35,092½	27,073 13 8	2,481 13 7	114,224 2½	17,611 7 11	1,614 7 9	4,096 1 4
Per mile of railway, corresponding week of previous year ...	225	239 0 11	21 18 8	730 0	155 8 2	14 5 1	36 3 4
Total to corresponding date of previous year ...	59,001	40,798 4 2½	3,739 16 10	183,088 24½	27,325 10 10	2,504 17 1	6,294 13 11

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 14th January 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	10,792	1,467 3 0	146 14 5	9,829 0	318 15 3	31 17 11	178 12 4
Or per mile of railway ...	385	52 6 4	5 4 9	354 0	11 6 3	1 2 9	6 7 6
For previous 12 weeks of half year ...	84,676½	13,740 8 6	1,374 1 0	166,679 28	5,432 0 6	543 4 1	1,917 8 1
Total for 12 weeks ...	95,468½	15,207 11 0	1,520 15 5	176,508 28	5,750 15 9	575 3 0	2,095 17 8
COMPARISON.							
Total for corresponding week of previous year ...	7,917½	1,144 7 0	106 18 1	11,990 2	373 15 9	34 3 10	129 1 11
Per mile of railway, corresponding week of previous year ...	283	40 14 0	3 14 11	428 0	13 5 2	1 4 5	4 19 4
Total to corresponding date of previous year ...	66,676½	2,966 10 9	283 4 0	150,158 24	5,363 11 11	483 10 3	1,665 14 8



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, FEBRUARY 8, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post

Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, 4th February, 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

THE HON'BLE ASHLEY EDEN,

A. R. THOMPSON, Esq.,

V. H. SCHALCH, Esq.,

MOULVY ABDUL LUTEEF KHAN BAHADOOR,

T. M. ROBINSON, Esq.,

BAHOO JOTENDRO MOHUN TAGORE,

AND

BAHOO DIGUMBER MITTER.

RECOVERY OF LAND REVENUE IN ASSAM.

MR. RIVERS THOMPSON moved that the Bill to provide for the recovery of land revenue and the mutation of names in Assam be read in Council. He said that the Bill had been prepared from the rules which now regulated the procedure for the recovery of the land assessment in Assam, and they had been amended and revised by the Board of Revenue. The Bill provides that ample time shall be given to defaulters for the payment of their dues before procedure was taken against them on account of their default. If after the month's time allowed for paying in arrears the money had not been paid, measures could be taken by attachment and sale of the defaulter's property, movable and immovable, and then, if necessary, by the arrest and imprisonment of the defaulter for a period not exceeding fourteen days. Special provision had been made for the case of a fraudulent concealment of property, and there was also a section which provided that nothing in the Act should apply to suits between lakheraj-dars and other private land-owners and their tenants. The Bill simply provided for cases where Government ryots owing Government revenue were in the position of defaulters.

Certain sections in the Bill provided for the registration of holdings in cases of transfer either by sale or death, or from any other cause. This provision was intended to provide against cases of not unfrequent occurrence of persons transferring their rights to others who had no right to hold them.

There were a few sections at the end of the Bill relating to remissions of revenue and the punishment of mouzadars for negligence of duty or disobedience of orders, which it was deemed advisable to incorporate in the measure.

These rules were now in operation in Assam; and the fact was, as he had said before, that cases of default very seldom occurred, and recourse to any form of penal procedure very seldom became necessary. But as the procedure was connected with punishment, the imposition of fines and imprisonment, it had been thought advisable that they should be enforced under the authority of an Act of the Legislature.

BAHOO JOTENDRO MOHUN TAGORE said he begged to draw attention to certain sections of the Bill which seemed to enunciate a principle which might be exercised very harshly towards defaulters. The Bill proposed to give a power to arrest defaulters after both their real and personal property had been sold for arrears of revenue, and then to incarcerate them for a period

of fourteen days even where there was no fraudulent concealment of property. This, he thought, was too harsh a measure: after a man was sold out of his hearth and home, it was very hard to incarcerate him for fourteen days. It was true that by Act VIII. of 1869 of this Council certain powers were given in cases where ryots became defaulters; but if a ryot, by a verified application, pleaded insolvency, he was at once let off. Under this Bill, however, the ryot would have no means of getting off before the fourteenth day of his incarceration.

MR. SCHALCH said, after what the hon'ble member opposite had observed, he would beg leave to state that, under the present law for the recovery of rents, there was given a power to arrest a defaulter previously to the attachment of his property, or subsequently. In the present case the concession was made that no arrest should be made until it was certified that the property, both movable and immovable, was insufficient to meet the demand. He was not present during the passing of the new rent law, having been in England at the time, and he was not therefore quite conversant with its provisions; but on looking over it he did not see any provision necessitating the immediate release of a defaulter on proof of his insolvency. No doubt if insolvency was proved, the fact would be taken into consideration, and he had no reason to suppose that greater harshness would be exercised towards defaulters in the recovery of revenue in Assam than elsewhere.

BABOO JOTENDRO MOHUN TAGORE said he would take leave to explain what he had meant as to the rule relating to the insolvency of a defaulter. The rule to which he referred was not in Act VIII. of 1869 of this Council; but it was a rule that he believed would be enforced in accordance with the procedure of Act VIII. of 1859, the Civil Procedure Code. The Bengal Act VIII. of 1869 enacted that what was not provided for in that procedure should be regulated according to the procedure prescribed by Act VIII. of 1859, and under that provision he thought a defaulter might be released on proof of his insolvency. Then as to the provision of the rent law giving power to arrest a defaulter before attachment of his property, he would submit that that was different from what the present Bill contemplated. The object of that provision evidently was to apply an additional pressure for payment on one who was possessed of property, whereas this Bill proposed to put a man in jail after reducing him to a state of absolute pauperism.

MR. RIVERS THOMPSON said that the observations that had been made would be duly considered by the select committee, to whom the Bill would be referred, when that particular section came under their consideration. In a province like Assam, where they had to deal with a large body of ryots, each paying a small amount, he thought it would not be advisable to introduce all the technicalities of a procedure applicable to a more advanced people, or to a complicated system of land tenure. If a ryot was in such a position that every thing of his had to be sold, the Government officers, in their own interests and in the interests of the public, were not likely to incarcerate him for fourteen days, because they would have to incur the expense of maintaining him in prison; and he (Mr. Thompson) thought we might safely leave a matter of this kind to the discretion of the local authorities. As he had said before, if there was really any thing harsh in the procedure proposed, he had no doubt the subject would meet with due consideration at the hands of the select committee.

The motion was then agreed to, and the Bill referred to a select committee consisting of Mr. Schaleh, Baboo Digumbar Mitter, and the mover Mr. Thompson, with instructions to report within six weeks.

RECOVERY OF FINES.

MOULVY ABFOOL LUTEEF moved that the Bill to facilitate the recovery of certain fines imposed in Bengal be read in Council. In doing so he said he begged to state that as he has already explained the objects and reasons for the introduction of the measure, he would not detain the Council with any further observations on this occasion, with the exception of one or two words. In the first place, he thought that the same principle under which the provisions of sections 63 to 70 of the Indian Penal Code have been extended to all fines imposed under the authority of Acts passed by this Council after the 30th of May 1867, as provided for in Act V. of 1867, was equally applicable to fines imposed under the authority of Acts passed prior to that date; and he could not understand why there should be a difference between the two. What is good and necessary in the one case should undoubtedly be so in the other. And he did not see any objection to the provisions of the said sections of the Penal Code being made applicable to all fines imposed by Acts of this Council previously passed.

In the second place, he found that there had been great many discussions at the meetings of both the justices of the peace for the town of Calcutta and the municipal commissioners for the suburbs as to the total failure of the Act passed by this Council for the better regulation of slaughter-houses, and both those corporations have resolved upon addressing the Government with a view to an amendment of the said Act, so as to enable the authorities to enforce its provisions, which they at present were utterly unable to do. He was, however, of opinion that if the Bill, which he begged to propose, was passed, it would effectually remedy the defect in the Act in question, and there would be no necessity whatever for amending it.

With these remarks he begged to move that the Bill be read in Council.

BABOO DIGUMBAR MITTER said that the object of the present measure appeared to be to make fines, which under the existing law can only be enforced by sale of the movable property of the offender, commutable to imprisonment if the fine be not realized by the distress. He did not question that some of the existing provisions might have been found defective or

might have failed in their object. If those laws required amendment, let them by all means be amended in due form after sufficient publication. But he respectfully objected to the punitive provisions of one Act being set aside, altered, or modified, without due regard being had to the nature of the offences which they were intended to meet. If such a course were adopted, there was no knowing what serious alterations might be made in the existing body of law without the public being at all aware of it.

MOULVY ABDUL LUTEEF said he thought that if the Bill was referred to a select committee they would be in a position to consult all the Acts which would be affected by this Bill, and to see if there was anything in any of them which would not justify the extension of this Act. He thought that was a matter of detail which could very easily be done by the committee.

The motion was then agreed to, and the Bill referred to a select committees consisting of the Advocate-General, the Hon'ble Mr. Eden, and the mover Moulyy Abdool Luteef, with instructions to report within a month.

The Council was adjourned to Saturday, the 11th instant.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 22nd to 31st January 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.		
Jan.	22nd	29 960	76.6	60.0	131.0	66.9	60.4	55.2	0.08	W by N & W S W	...	105.0	...	Clear. Slightly foggy from 8 to 11 P.M.
	23rd	089	78.8	60.5	131.5	68.7	61.8	56.3	68	W S W & W	...	77.3	...	Clear.
	24th	084	80.3	62.4	138.0	70.0	63.0	58.5	64	W & W S W	...	99.7	...	Clear.
	25th	077	81.5	63.5	136.2	71.3	65.8	61.1	72	W S W, S W & S S W	...	129.3	...	Clear.
	26th	30 037	76.9	62.2	131.0	69.3	61.9	56.0	65	W N W & variable.	...	146.0	...	Chiefly clear. Foggy from 1 to 4 A.M.
	27th	057	75.0	57.5	133.5	65.6	56.5	49.2	58	W N W & W	0.8	126.2	...	Clear. Slightly foggy from 7 to 11 P.M.
	28th	032	71.7	55.5	133.0	64.5	56.8	50.6	63	W & W by S	...	96.5	...	Clear. Slightly foggy at midnight, from 5 to 7 A.M., and 9 to 11 P.M.
	29th	011	77.3	58.4	131.5	66.8	59.6	53.4	65	W by S & W	...	109.0	...	Chiefly clear.
	30th	013	70.5	61.0	131.5	69.1	63.0	57.9	68	W by S & W	...	101.9	...	Chiefly clear.
	31st	029	81.0	61.0	136.5	70.9	61.0	60.1	70	W by S & W	...	78.1	...	Clear. Slightly foggy from 7 to 9 P.M.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is $1\frac{1}{2}$ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past ten days	...	26.0
The max. temperature during the past ten days	...	81.5
The max. temperature during the corresponding period of the past year	...	78.5
The mean humidity during the past ten days	...	0.66
The mean humidity during the corresponding period of the past year	...	0.65
		Inches.
The total fall of rain from 22nd to 31st ...	{ by lower rain gauge	Nil
	{ by anemometer gauge	Nil
Ditto ditto, average of 17 previous years	...	0.29
Ditto between the 1st January and the 31st January	...	Nil
Ditto ditto ditto, average of 17 years	...	0.46

GOPELNATH SEN,
In charge of the Observatory.

The 1st February 1871

Meteorological Telegraphic Report for the period 29th January to 4th February 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat = 100	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Jan. 29th	10	30.009	30.118	68.1	58.0	51	W by S	...	...	...	b
	16	20.014	30.002	76.0	68.5	40	W	...	...	...	CS	b
	30th	10	30.000	30.118	70.0	65.2	75	W by S	...	...	...	b
	16	20.062	30.000	78.0	66.0	49	W	...	...	...	...	b
	31st	10	30.101	30.123	72.7	69.0	80	W by S	...	...	...	b
	Feb. 1st	16	20.080	30.007	80.5	68.5	51	W	...	...	...	b
	10	30.116	30.135	70.0	66.5	82	W	...	...	...	...	b
	16	20.063	30.081	81.0	61.5	33	W N W	...	...	...	...	b
	2nd	10	30.037	30.056	73.7	67.0	67	W by S	...	...	...	b
	16	20.087	30.005	82.5	65.4	35	W S W	...	...	...	...	b
	3rd	10	20.007	20.086	71.0	70.0	81	S S W	...	...	C	b
	16	20.810	20.858	83.5	65.0	32	W	...	...	...	C	b
SAGOR ISLAND.	4th	10	20.001	30.013	73.1	62.0	48	W S W	...	...	...	b
	16	20.837	20.855	80.0	62.5	32	W by S	...	...	...	...	b
	Jan. 29th	10	30.102	30.108	71	60	50	N	6.1*	...	...	b, m
	16	20.071	20.080	78	66	10	S S W	7.7*	...	...	...	b, m
	30th	10	30.101	30.110	75	72	85	W S W	4.8*	...	C	b
	16	20.085	20.091	78	72	73	S S W	8.0*	...	...	...	b
	31st	10	30.111	30.117	76	71	90	W	1.3*	...	C	b
	Feb. 1st	16	3.007	30.013	79	74	77	S W	10.3*	...	C	b
	16	30.132	30.138	74	71	85	W N W	6.0*	...	C	...	b
	2nd	10	20.070	20.085	82	71	66	S S W	8.2*	...	C S	b
	16	20.050	30.056	71	73	95	S W	4.9*	...	C	...	b, f
	3rd	10	20.017	20.024	79	72	69	S S E	0.4*	...	C	b
CHITTAGONG.	16	20.082	20.088	75	71	95	W N W	6.0*	...	C	...	b, m
	4th	10	20.850	20.865	85	72	50	N W	6.0*	...	C	b, m
	16	30.010	30.016	77	66	54	N N W	7.0*	...	...	...	b
	16	20.841	20.847	81	68	40	S	6.2*	...	...	...	b, m
	Jan. 29th	10	30.110	30.110	81	60	51	S W	6*	...	...	b
	16	20.091	30.021	81	69	51	N N W	9*	...	...	...	b
	30th	10	30.103	30.131	80	68	51	N N W	9*	...	...	b
	16	20.071	30.001	80	67	47	N N E	6*	...	...	...	b
	31st	10	30.087	30.117	81	69	51	E N E	5*	...	...	b
	16	20.069	20.009	80	69	54	E N E	6*	...	...	...	b
	Feb. 1st	10	30.102	30.132	80	69	51	N E by N	6*	...	...	b, c
	16	20.087	30.017	80	68	51	E N E	6*	...	...	...	b, c
MADRAS.	1st	10	30.111	30.111	82	70	52	N N E	7*	...	...	b
	16	20.071	30.001	82	70	52	N	1*	...	...	...	b
	2nd	10	30.072	30.102	82	70	52	N N W	8*	...	...	b
	16	20.017	20.077	82	72	59	N	10*	...	...	...	b
	3rd	10	30.013	30.073	80	71	62	N W by N	5*	...	...	b, c
	16	20.037	20.067	83	72	56	N E	6*	...	...	...	b
	Jan. 28th	10	30.057	30.141	70	66	79	W S W	...	...	...	Fair.
	16	20.803	20.076	78	62	35	N W	...	...	...	...	Fair.
	29th	10	30.070	30.114	60	65	70	N W	...	...	...	Fair.
	16	20.880	20.072	78	62	35	N	...	...	...	...	Fair.
	30th	10	30.013	30.127	69	65	70	N N W	...	...	...	Fair.
	16	20.881	20.066	78	65	46	N W	...	...	...	...	Fair.
CUTTACK.	31st	10	30.037	30.121	69	67	89	N	...	...	...	Fair.
	Feb. 1st	16	20.008	20.071	82	67	43	N N E	...	...	...	Fair.
	10	30.082	30.166	71	69	89	W	...	...	...	...	Fair.
	16	20.008	20.000	80	68	51	W N W	...	...	...	...	Fair.
	2nd	10	20.002	30.076	71	67	80	W	...	...	...	Fair.
	16	20.883	20.016	82	66	38	N W	...	...	...	...	Fair.
	3rd	10	30.001	20.087	77	66	63	W	...	...	...	Fair.
	16	20.776	20.858	86	67	32	N N W	...	...	...	...	Fair.
	Jan. 29th	10	30.088	30.101	66	62	74	E	2	...	...	b
	16	20.061	20.070	75	61	51	N W	1	...	...	...	b
	30th	10	30.108	30.121	66	62	75	E	2	...	...	b
	16	20.067	20.084	74	66	41	N W	2	...	...	...	b
ARUN.	31st	10	30.000	30.111	67	63	70	E	1	...	...	b
	Feb. 1st	16	20.081	20.096	76	69	63	N W	1	...	...	b
	10	30.075	30.091	71	67	60	N	1	...	C	...	b
	16	20.020	20.041	77	70	68	W	1	...	C	...	b
	2nd	10	30.007	30.023	70	65	75	E N E	1	...	C	b
	16	20.819	20.861	77	66	53	W	1	...	C	...	b
	3rd	10	20.087	30.003	70	64	70	N	1	...	C	b
	16	20.883	20.808	79	70	61	N W	1	...	C	...	b
	4th	10	20.005	30.011	71	65	70	E	1	...	C	b
	16	20.850	20.871	78	71	69	W	2	...	C	...	b

* Velocity of wind in miles per hour.

CALCUTTA,
The 4th February 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISION.	Stations.	Rainfall from 16th to 22nd Jan. 1871.	Rainfall from 23rd to 29th Jan. 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	Nil	Nil	Nil	23rd Jan. 1871	
	Cuttack { Jail ...	ditto	ditto	ditto	ditto.	
	False Point ...	ditto	Not received	ditto	22nd Jan. 1871.	
	Jagipore ...	ditto	ditto	ditto	ditto.	
	Kendraparah ...	ditto	ditto	ditto	ditto.	
	Jagatsingapore ...	ditto	ditto	ditto	ditto.	
	Bambulpore ...	Not received	ditto	ditto	...	
	Balasore ...	Nil	Nil	Nil	20th Jan. 1871.	
CHOTA NAGPORE.	Bhuddruck ...	Not received	Not received	ditto	15th Jan. 1871.	
	Poorer ...	Nil	Nil	ditto	40th Jan. 1871.	
	Khoordah ...	Not received	Not received	ditto	15th Jan. 1871.	
	Hazareebaugh ...	Nil	Nil	ditto	29th Jan. 1871	
	Burhee ...	0.01	Not received	0.01	22nd Jan. 1871	
	Pachamba ...	Nil	Nil	Nil	20th Jan. 1871	
	Ranchee ...	Not received	Not received	ditto	8th Jan. 1871	Not received 1st January.
	Palanow ...	Nil	ditto	ditto	22nd Jan. 1871	
PATNA.	Purnia ...	ditto	Nil	ditto	29th Jan. 1871	
	Gobindpore ...	Not received	Not received	...	...
	Chyebassa ...	Nil	Nil	Nil	29th Jan. 1871	
	Patna ...	0.03	ditto	0.05	ditto.	
	Behar ...	Nil	Not received	Nil	22nd Jan. 1871.	
	Barh ...	0.81	ditto	0.80	ditto.	
	Dinapore ...	Nil	Nil	Nil	29th Jan. 1871.	
	Gya ...	Not received	Not received	ditto	10th Jan. 1871	
BHAUGULPORE.	Sherghotty ...	ditto	ditto	...	...
	Nowadah ...	Nil	Nil	Nil	29th Jan. 1871	
	Arungabad ...	ditto	Not received	ditto	22nd Jan. 1871	
	Chunpocun ...	ditto	ditto	ditto	ditto.	
	Chuprah ...	ditto	Nil	ditto	20th Jan. 1871.	
	Sewun ...	Not received	Not received	ditto	15th Jan. 1871.	
	Mozufferpore ...	Nil	Nil	ditto	29th Jan. 1871	
	Durbhanga ...	0.05	Not received	0.05	22nd Jan. 1871	
RAJSHAHY.	Seetamaroo ...	Not received	Nil	Nil	29th Jan. 1871	Not received 10th to 22nd Jan.
	Tajpore ...	0.01	Not received	0.01	22nd Jan. 1871.	
	Atah ...	Nil	ditto	Nil	ditto.	
	Luzar ...	ditto	Nil	ditto	29th Jan. 1871.	
	Saweran ...	Not received	Not received	...	...
	Bhubhoosh ...	ditto	ditto	...	...
	Benares ...	Nil	Nil	Nil	29th Jan. 1871	
	Bhugulpore ...	ditto	ditto	ditto	ditto.	
BUNDWA.	Mudhey poorah ...	ditto	ditto	ditto	ditto.	
	Bunka ...	Not received	Not received	...	...
	Monghyr ...	Nil	Nil	Nil	29th Jan. 1871.	
	Jamouie ...	Not received	Not received	ditto	15th Jan. 1871	Not received 1st to 8th Jan.
	Begosari ...	Nil	Nil	ditto	29th Jan. 1871.	
	Deoghar ...	ditto	Not received	ditto	22nd Jan. 1871	
	Parneah ...	ditto	Nil	ditto	29th Jan. 1871	
	Rampore Beaulash ...	ditto	ditto	ditto	ditto.	
FARRUKH.	Nattore ...	ditto	Not received	ditto	22nd Jan. 1871	
	Bograh ...	ditto	Nil	ditto	29th Jan. 1871	
	Dinagapore ...	ditto	ditto	ditto	ditto.	
	Maldah ...	ditto	ditto	ditto	ditto.	
	Berhanpore ...	ditto	ditto	ditto	ditto.	
	Jungipore ...	ditto	Not received	ditto	22nd Jan. 1871	
	Lalbagh ...	ditto	Nil	ditto	20th Jan. 1871	From 10th Jan.
	Pubna ...	ditto	ditto	ditto	ditto.	
FARRUKH.	Commercolly ...	ditto	ditto	ditto	ditto.	
	Seragunge ...	Not received	Not received	...	...
	Rangpore ...	ditto	ditto	Nil	15th Jan. 1871.	
	Tilalya ...	0.01	Nil	0.01	29th Jan. 1871.	
	Burdwan ...	Nil	ditto	Nil	ditto.	
	Cutwa ...	ditto	ditto	ditto	ditto.	
	Culina ...	ditto	ditto	ditto	ditto.	Not received 9th to 15th Jan.
	Bood-Bood ...	ditto	ditto	ditto	ditto.	
FARRUKH.	Bancoorah ...	ditto	ditto	ditto	ditto.	
	Raneegunge ...	ditto	ditto	ditto	ditto.	
	Sooree ...	ditto	ditto	ditto	ditto.	
	Hooghly ...	ditto	ditto	ditto	ditto.	
	Howrah ...	ditto	ditto	ditto	ditto.	
	Midnapore ...	ditto	ditto	ditto	ditto.	
	Contai ...	Not received	Not received	ditto	15th Jan. 1871.	
	Gurbetta ...	ditto	ditto	ditto	8th Jan. 1871.	
FARRUKH.	Tumlook ...	ditto	ditto	ditto	15th Jan. 1871	Not received 1st Jan.
	Kishnaghur ...	Nil	Nil	ditto	29th Jan. 1871.	
	Bongour ...	ditto	Not received	ditto	22nd Jan. 1871.	
	Kanaghat ...	ditto	Nil	ditto	29th Jan. 1871.	
	Meharpore ...	Not received	Not received	ditto	15th Jan. 1871.	
	Choudangah ...	ditto	Nil	Nil	29th Jan. 1871.	
	Kooshteah ...	Nil	ditto	ditto	ditto.	
	Jessore ...	ditto	ditto	ditto	ditto.	
FARRUKH.	Saugor Island ...	ditto	ditto	ditto	ditto.	
	Calcutta ...	ditto	ditto	ditto	ditto.	
	Alipore { Jail ...	ditto	ditto	ditto	ditto.	
	Alipore { Dispensary ...	ditto	ditto	ditto	ditto.	
	Barrackpore ...	ditto	Not received	ditto	22nd Jan. 1871.	
	Dum Dum ...	ditto	ditto	ditto	ditto.	
	Barasat ...	ditto	ditto	ditto	ditto.	
	Satkhora ...	ditto	ditto	ditto	ditto.	
FARRUKH.	Bussarhant ...	ditto	ditto	ditto	ditto.	
	Diamond Harbour ...	ditto	ditto	ditto	ditto.	
FARRUKH.	Barripore ...	ditto	ditto	ditto	ditto.	

DIVISION.	Stations.	Rainfall from 16th to 22nd Jan. 1871.	Rainfall from 23rd to 29th Jan. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
DACCA.	Dacca { Telegraph Office ..	Not received	Not received	Nil	15th Jan. 1871	
	{ Jail ..	ditto	ditto	Nil	20th Jan. 1871.	
	Burrisaul ..	Nil	Nil	ditto	22nd Jan. 1871.	
	Dowlat Khan ..	ditto	Not received	ditto	29th Jan. 1871.	
	Perazapore ..	ditto	Nil	ditto	ditto.	
	Madaripore ..	ditto	ditto	ditto	ditto.	
	Furzedpore ..	ditto	ditto	ditto	22nd Jan. 1871.	
	Mymensing ..	ditto	Not received	ditto	ditto.	
	Jamalpore ..	ditto	ditto	Nil	29th Jan. 1871.	
	Atteah ..	Not received	ditto	ditto	ditto.	
	Kishorgunge ..	Nil	Nil	ditto	ditto.	
CHITTAGONG.	Sylhet ..	ditto	ditto	ditto	ditto.	
	Cachar ..	ditto	ditto	ditto	ditto.	
	Aenakhall Hylakundy ..	Not received	Not received	...	...
	Chittagong { Telegraph Office ..	Nil	Nil	Nil	20th Jan. 1871.	
	{ Jail ..	ditto	ditto	ditto	ditto.	
COCH BEHAR.	Cox's Bazar ..	Not received	Not received	Nil	22nd Jan. 1871	
	Rangamata Hill ..	Nil	ditto	Nil	29th Jan. 1871	Not received 2nd to 8th Jan.
	Noakhally ..	ditto	Nil	ditto	ditto.	
	Tipperah ..	ditto	ditto	ditto	22nd Jan. 1871.	
	Brahmaubariah ..	ditto	Not received	ditto	22nd Jan. 1871.	
AMAR.	Akyab ..	ditto	Nil	ditto	20th Jan. 1871.	
	Buxa ..	ditto	ditto	ditto	ditto	
	Gawalparah ..	ditto	Not received	ditto	22nd Jan. 1871.	
	Dhobree ..	Not received	ditto	Nil	22nd Jan. 1871.	
	Toora (Garo Hills) ..	Nil	ditto	Nil	22nd Jan. 1871.	
	Darjeeling { Telegraph Office ..	Not received	ditto	...	...
	{ Jail ..	ditto	ditto	...	...
	Rungbee ..	ditto	ditto	...	...
	Tera ..	ditto	ditto	Nil	15th Jan. 1871.	Not recorded.
	Falscottah ..	ditto	ditto	ditto	20th Jan. 1871.	
AMAR.	Jalpigoorie ..	Nil	Nil	ditto	22nd Jan. 1871.	
	Boda ..	ditto	Not received	ditto	ditto	
	Tespore ..	ditto	ditto	ditto	ditto	
	Nowgong ..	Not received	ditto	ditto	8th Jan. 1871	
	Burpettah ..	Nil	ditto	ditto	22nd Jan. 1871.	
	Gowhattly ..	ditto	ditto	ditto	ditto.	
	Seebmugor ..	ditto	ditto	0 05	ditto	
	Golaghat ..	Not received	ditto	Nil	15th Jan. 1871	
	Nazeurah ..	Nil	ditto	0 03	22nd Jan. 1871	
	Debrooghur ..	Not received	ditto	Nil	15th Jan. 1871	
AMAR.	Suddya ..	ditto	ditto	0 07	ditto	Not received 2nd to 8th Jan.
	Shillong ..	Nil	ditto	Nil	22nd Jan. 1871.	
	Jowai ..	ditto	ditto	ditto	ditto.	
	Samooogooding ..	Not received	ditto	ditto	15th Jan. 1871.	

CALCUTTA,
The 4th February 1871.

HENRY F. BLANFORD.
Meteorological Reporter to the Govt. of Bengal.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta.

DURING THE HALF MONTH 1st TO 15th DECEMBER 1870.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea level.

STATIONS.	BAROMETER.										THERMOMETER.										HUMIDITY.				RAINFALL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
	Height above sea level.										MEAN OF					SOLAR RADIATION.					MEAN OF					LOWEST		MEAN OF		In inches.	No. of days rain.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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	Mean.	4 hours.	10 hours.	16 hours.	22 hours.	Mean.	Max.	Day.	Min.	Day.	Mean of max.	Mean daily range.	Mean of min.	Mean.	4 hours.	10 hours.	16 hours.	22 hours.	Day.	Min.	Day.	Min.	4 hours.	10 hours.	16 hours.	22 hours.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.CALCUTTA,
8 3rd February 1871.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement shewing the amount of Traffic and Tolls on the First Section of the High Level Canal during the month of November 1870.

LENGTH OF CANAL OPEN, 25 MILES.

LOCAL TRAFFIC.						STORES AND MATERIALS FOR IRRIGATION WORKS.						ABSTRACT.						
Number of boats.	Nature of cargo.	Approximate value of cargo.		TONNAGE.		Tollage.	Number of boats.	Nature of cargo.	Approximate value of cargo.		TONNAGE.		Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Tollage.
		Rs.	No.	Maunds.	Tons.				Rs.	As.	P.	Rs.							No.	Maunds.	Tons.	Rs.	As.	P.
32	Passengers	...	1,321	...	...	38 8 11	1	Empty	...	547	...	0 4 0	67	Local	...	555	117½	57 1 11
15	Empty	...	700	...	...	4 13 2	1	Tools	10	118	...	0 8 0	2	Govt.	...	10	6½	0 12 0
9	Straw	90	1,820½	...	...	8 11 2	...	...	...	...	...	...	...	...	...	...	...	...
6	Rice	274	401	...	...	1 15 1	...	...	...	...	...	...	...	...	...	...	...	...
1	Salt	60	28	...	...	0 1 7	...	...	...	...	...	...	...	...	...	...	...	...
1	Lime	40	233½	...	...	2 4 0	...	...	...	...	...	...	...	...	...	...	...	...
1	Timber	5	50	...	...	0 4 0	...	...	...	...	...	...	...	...	...	...	...	...
2	Horses	80	No. 2	...	...	0 8 0	...	...	...	...	...	...	...	...	...	...	...	...
67		555	3,293	117½	...	57 1 11	2		10	172½	6½	0 12 0	69		565	124	57 13 11	

The "tonnage" shewn is that of the boats and not of the goods

Statement shewing the amount of Traffic and Tolls on the Taldundah Canal during the month of November 1870.

LENGTH OF CANAL OPEN, 7 MILES.

TRAFFIC BETWEEN CUTTACK AND NEALPORE ON THE GRAND TRUNK ROAD TO CALCUTTA.						STORES AND MATERIALS FOR IRRIGATION WORKS.						ABSTRACT.					
Number of boats.	Number of passengers	Approximate value of cargo.	TONNAGE.		Tollage @ ½ pie per head per mile.	Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Tollage @ 4as per 100.	Number of boats.	Nature of traffic.	Value of cargo.	Tonnage.	Tollage.	REMARKS.
			Maunds.	Tons.					Maunds.	Tons.							
27	1,007	...	11,860	...	Rs. As. P. 61 13 11	27	Laterite at ...	54,810	65,373	...	Rs. As. P. 163 6 11	34	Jatra boats	.....	457	63 15 2	Pilgrims to Juggernath.
						1	Cut sand stone	250	675	...	1 11 0	...	.....	...	...	...
						13	Ghooating lime	3,380	9,198	...	23 0 0	51	Irri-gation boats	60,500	2,888	202 3 7	
70	...	...	840	...	2 1 3	10	Rubble stone ..	2,150	5,617	...	14 1 8	...	.....	...	...	...
34	1,007	...	12,780	4.7	63 16 2	51	"	60,500	80,863	2888	202 3 7	85		60,500	3,345	206 2 0	

* Empty return boats.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Malanpore Section of the High Level Canal during the month of November 1870.

LENGTH OF CANAL OPEN, 24 MILES.

LOCAL TRAFFIC			STORES AND MATERIALS FOR IRRIGATION WORKS.					ABSTRACT			
Number of boats.	Name of cargo.	Approximate value of cargo.	TONNAGE.		Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Tollage.
			Maunder.	Tons.					Maunder.	Tons.	
6	Coal	475	2,650	..	Rs. As. P.	..	..	..	..	..	Rs. As. P.
21	Cotton	29,415	6,025	..	17 7 0	..	..	..	..	..	1,189 5 1
19	Firewood	1,403	4,100	..	37 13 6	..	..	..	..	..	2 3 9
37	Grain	5,333	6,700	..	21 11 0	..	..	..	..	..	..
6	Hides and horns	2,140	900	..	28 5 6	..	..	..	..	..	..
21	Jaggery and sugar	13,891	4,725	..	3 13 3	..	..	..	..	..	..
33	Metals	44,125	9,156	..	23 9 3	..	..	..	..	..	..
131	Miscellaneous	11,701	20,975	..	50 5 6	..	..	..	..	..	..
39	Oil and oil-seeds	14,079	7,500	..	93 1 6	1	Miscellaneous	100	75	1 2 3	..
22	Paddy and rice	3,108	4,175	..	31 1 6	..	..	..	..	..	..
112	Piece goods	1,10,247	21,534	..	17 7 3	..	..	..	..	..	..
18	Gard n produce	2,909	3,035	..	100 13 9	..	..	..	..	..	..
16	Pepper	178	9,535	..	17 0 0	..	..	..	..	..	..
32	Salt	22,000	11,725	..	9 12 0	..	..	..	..	..	..
62	Silk and indigo	64,083	6,675	..	55 1 3	..	..	..	..	..	..
15	Jute	3,110	2,805	..	28 5 0	..	..	..	..	..	..
4	Straw	227	1,000	..	10 12 6	..	..	..	..	..	..
36	Tobacco	31,013	10,725	..	3 12 0	..	..	..	..	..	..
8	Bricks	83	1,760	..	55 0 6	..	..	..	..	..	..
7	Rafts of timber	273	Log 41	..	10 9 0	..	..	..	..	..	..
1	" of bamboo	12	75,100	..	18 0 0	..	..	..	..	..	..
306	Empty boats	..	..	..	415 11 3	3	Empty boats	..	235	1 1 6	..
761	Passengers	..	No. 7913	..	64 2 4	..	..	..	..	..	..
..	Miscellaneous revenue	..	..	..	73 8 9	..	..	..	..	..	..
1,896	..	3,49,377	2,02,850	7,505	1,159 5 1	4	..	100	300	10	7,515
											3,48,477
											1,191 8 10

The tonnage shown in this statement is that of the boats, and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Showing the amount of Traffic and Tolls on the Hidgelee Tidal Canal during the month of November 1870.
LENGTH OF CANAL OPEN, 26 MILES

LOCAL				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.								
Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Tollage.	Number of boats or rats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Tollage.
			Mounds.	Tons.					Mounds.	Tons.						
33	Tobacco	29,010	4,835	..	Rs. As. P.	1	Coal	820	600	..	3 0-0	657	Local	1,79,993	3,144	Rs. As. P.
26	Salt	49,375	9,975	..	50 2 6	5	Empty	..	355	..	3 4 0	19	For firm work	490	185	573 1 6
12	Pottery	110	1,140	..	6 7 3	7	Brick	160	1,725	..	15 15 6	..	..	..	..	33 7 6
6	Oil cake	150	410	..	2 0 9	6	Soortee	..	1,000	..	11 4 0	..	..	..	..	..
1	Clock	8-0	80	..	0 6 6	..	..	..	..	..	..	..	..	..	..	..
1	Union	30	60	..	1 4 9	..	..	..	..	..	..	..	..	..	..	..
1	Plantain	15	175	..	0 14 0	..	..	..	..	..	..	..	..	..	..	..
13	Firewood	480	1,845	..	10 10 3	..	..	..	..	..	..	..	..	..	..	..
5	Stone lime	1,395	2,173	..	10 14 0	..	..	..	..	..	..	..	..	..	..	..
2	Sand	60	1,125	..	6 10 0	..	..	..	..	..	..	..	..	..	..	..
14	Corn	6,020	1,605	..	7 8 6	..	..	..	..	..	..	..	..	..	..	..
1	Water	63	400	..	2 0 0	..	..	..	..	..	..	..	..	..	..	..
3	Coal	7,250	350	..	2 6 0	..	..	..	..	..	..	..	..	..	..	..
3	Sugar	7,250	725	..	5 10 6	..	..	..	..	..	..	..	..	..	..	..
1	Ramboo	3	80	..	0 6 6	..	..	..	..	..	..	..	..	..	..	..
1	Cotton	2,760	90	..	0 7 3	..	..	..	..	..	..	..	..	..	..	..
13	Timber	23,000	1,768	..	24 15 0	..	..	..	..	..	..	..	..	..	..	..
31	Passengers	..	No. 2,470	..	34 1 9	..	..	..	..	..	..	..	..	..	..	..
271	Empty	..	12,590	..	138 1 0	..	..	..	..	..	..	..	..	..	..	..
129	Paddy	22,657	30,210	..	192 5 6	..	..	..	..	..	..	..	..	..	..	..
6	Vegetables	100	200	..	1 0 3	..	..	..	..	..	..	..	..	..	..	..
1	Sugar-candy	7,000	2-5	..	1 6 0	..	..	..	..	..	..	..	..	..	..	..
1	Furniture	60	25	..	0 2 0	..	..	..	..	..	..	..	..	..	..	..
1	Charcoal	50	2-5	..	1 2 0	..	..	..	..	..	..	..	..	..	..	..
1	Curd	40	40	..	0 3 3	..	..	..	..	..	..	..	..	..	..	..
45	Rice	4,900	22-5	..	18 0 6	..	..	..	..	..	..	..	..	..	..	..
1	Skin	40	100	..	1 2 0	..	..	..	..	..	..	..	..	..	..	..
15	June	25-0	1,750	..	8 4 3	..	..	..	..	..	..	..	..	..	..	..
1	Plates	70	125	..	1 0 6	..	..	..	..	..	..	..	..	..	..	..
1	Mulberry tree	1	30	..	0 3 0	..	..	..	..	..	..	..	..	..	..	..
2	Jagzeey	11-5	225	..	1 2 0	..	..	..	..	..	..	..	..	..	..	..
1	Shooting	6-2	310	..	1 12 0	..	..	..	..	..	..	..	..	..	..	..
3	Lime	68	265	..	1 7 6	..	..	..	..	..	..	..	..	..	..	..
3	Mats	1,600	960	..	4 12 0	..	..	..	..	..	..	..	..	..	..	..
7	Clothes	14,125	565	..	4 2 6	..	..	..	..	..	..	..	..	..	..	..
3	Sugar-cane	10	75	..	0 6 0	..	..	..	..	..	..	..	..	..	..	..
657	..	1,79,992	..	3,144	573 1 6	19	..	490	..	..	..	676	..	1,80,182	3,279	605 9 0

B. B.—The tonnage shown above is that of the boats, and not of the cargo.

CALCUTTA,
The 3rd February 1871.

J. F. STODDARD, Lieutenant-Colonel, M. S. C.,
Asst. to Chief Engr., and Lt.-Secy., P. W. D., Irrigation Branch, Bengal.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement shewing the amount of Traffic and Tolls on the First Section of the High Level Canal during the month of December 1870.

LENGTH OF CANAL OPEN, 21½ MILES.

LOCAL TRAFFIC.						ABSTRACT.					
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Tollage.	REMARKS.
			Maunds.	Tons.							
		Rs. As. P.			Rs. As. P.			Rs. As. P.			
34	Passengers		414 m. No.		11 7 8½	96	Local	434 2 0	180	37 4 0½	The tonnage shown in the statement is that of the boats and not of the cargo.
25	Empty		2,008½		6 10 4						
13	Straw	74 8 0	1,037½		4 10 7						
11	Rice and Paddy	180 8 0	646½		2 3 8						
2	Wood	1 2 0	52½		0 3 2						
3	Pulkee	70 0 0	3 m. No.		0 12 0						
1	Horse	60 0 0	1 m. No.		0 4 0						
0	Vegetable	49 0 0	164		0 15 10						
1	Steamer		1,954		10 0 0						
96		434 2 0	5,025	180	37 4 0½	96		434 2 0	180	37 4 0½	

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement shewing the amount of Traffic and Tolls on the Taldundak Canal during the month of December 1870.

LENGTH OF CANAL OPEN, 7 MILES.

LOCAL TRAFFIC.				TRAFFIC BETWEEN CUTTACK AND NEALPORE.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.							
Number of boats.	Nature of cargo.	Tonnage.		Tollage.	Number of boats.	Nature of cargo.	Number of passen- gers.	Tonnage.		Tollage at 1-4 per head per mile.	Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Nature of traffic.	Value of traffic.	Tonnage.	Tollage.
		Mounds.	Tons.					Mounds.	Tons.					Mounds.	Tons.				
6	Paddy	1,317	45	Rs As P.	32	Laterite stone ..	...	...	72,108	2,575	Rs. As. P.	23	Lime	59,505	13,463	Local Traffic ..	4,550	178	Rs. As. P.
2	Rice	1,65	10	0 5 10	23	Cut sand-stone	...	...	10,000	481	...	1	Rubble ditto ..	10,000	230	...	...	...	12 0 9
3	Salt	873	31	2 2 11	7	...	...	...	585	21	12 11 7	13	...	230	585	Passenger	...	...	...
11	Empty	2,455	89	6 3 5	...	...	...	...	6,639	237	...	...	...	2,756	6,639	Irrigation	...	...	...
22		4,970	178	12 6 9	69	...	849	3,315	119	...	...	...	72,491	92,792	3,314	...	72,991	3,314	231 15 5
																		2,611	237 1 9

N. B.—The tonnage shown is that of the boats, and not of the cargo

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement shewing the amount of Traffic and Tolls on the Midnapore section of the High Level Canal during the month of December 1870.

LENGTH OF CANAL OPEN, 24 MILES.

LOCAL TRAFFIC.					ABSTRACT.						
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Tollage.	REMARKS.
			Maunds.	Tons.							
		Rs.			Rs. As. P.			Rs. As. P.		Rs. As. P.	
5	Coal ...	1,023	5,200	..	45 0 0	280	Local	91,060 0 0	1,770	398 5 7	The tonnage shewn is that of the boats, and not of the cargo.
9	Cotton ...	10 630	3,100	...	19 4 0	..	grn. works	..	...	...
14	Firewood ...	3,743	6,300	...	30 10 6	...	..	..	...	...
2	Grain ...	950	575	...	3 9 6	..	..	..	...	...
2	Hides and horns	3,000	800	...	5 0 0	...	..	..	...	...
5	Jaggery & sugar	3,995	1,375	...	8 3 6	...	..	..	...	...
3	Metal ...	2,124	1,200	...	7 6 0	...	..	..	...	...
9	Miscellaneous ...	2,878	1,725	..	10 12 6	...	..	..	...	...
2	Oil and oil-seeds	718	425	..	2 7 6	..	..	..	...	...
10	Piece goods ...	26,500	3,550	...	22 3 0	...	..	..	...	...
2	Garden produce	1,080	575	..	3 9 6	...	..	..	...	...
6	Salt ..	4,325	2,375	..	14 13 6	..	..	..	...	...
3	Silk and Indigo	2,740	525	...	3 3 0	..	..	..	...	...
15	Tobacco ..	21,312	5,700	..	35 5 0	..	..	..	...	...
2	Bricks ..	48	950	...	3 9 0	...	..	..	...	...
97	Empty ..	...	13,650	...	91 7 0	...	..	..	...	...
94	Passengers ..	...	No. 770	...	0 1 4	...	..	..	...	...
	Miscellaneous ...	...	...	...	76 12 9	...	..	..	...	...
280	Total ...	91,066	48,025	1,770	398 5 7	280		91,066 0 0	1,770	398 5 7	

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Hudgelee Tidal Canal during the month of December 1870.
LENGTH OF CANAL OPEN, 26 MILES.

LOCAL TRAFFIC.					STORES AND MATERIALS FOR IRRIGATION WORKS.					ABSTRACT.				
Number of boats	Nature of cargo	Value of cargo	Tonnage	Tolls	Number of boats or traffic	Nature of cargo	Approximate value of cargo.	Tonnage.	Tolls.	Number of boats	Nature of traffic	Value of traffic.	Tonnage.	Tolls.
		Rs.	Tons.	Rs. As. P.			Rs.	Mounds.	Rs. As. P.			Rs.		Rs. As. P.
14	Rubber	8,40	1,400	9 8 0	27	Card	..	7,50	33 12 0	418	Local	1,01,567	1,040	319 2 6
5	Salt	8,75	1,400	8 6 0	1	Snake.	..	180	1 11 0	28	For Irrn. works.	..	280	40 7 0
1	Cotton	12,00	400	2 0 0			..	..	..			..	..	..
2	Orange	100	200	1 0 0			..	..	..			..	..	..
3	Corn	28,0	700	7 5 0			..	..	..			..	..	..
6	Clothes	21,8-0	86	4 10 3			..	..	..			..	..	..
2	Sugar	1,100	11	0 3 6			..	..	..			..	..	..
4	Oil seeds	10	20	1 6 6			..	..	..			..	..	..
4	Firewood	1,60	70	3 8 0			..	..	..			..	..	..
4	Pottery	90	61	3 5 0			..	..	..			..	..	..
1	Wax	7,000	400	2 0 0			..	..	..			..	..	..
16	Coal	15,925	70 10 0	70 10 0			..	..	..			..	..	..
6	Sand	1,75	8 12 3	8 12 3			..	..	..			..	..	..
182	Empty	1,455	71 11 0	71 11 0			..	..	..			..	..	..
18	Pa-sengers	1,200	9 13 6	9 13 6			..	..	..			..	..	..
8	Timber	1,780	22 8 0	22 8 0			..	..	..			..	..	..
2	Grass	75	1 5 0	1 5 0			..	..	..			..	..	..
69	Rice	7,040	3,520	22 3 6			..	..	..			..	..	..
24	Paddy	4,325	5,765	32 1 0			..	..	..			..	..	..
6	Pets	600	275	2 3 3			..	..	..			..	..	..
1	Lime	40	120	0 12 4			..	..	..			..	..	..
1	Cocoanut	60	60	0 5 0			..	..	..			..	..	..
1	Petel	10	25	0 2 6			..	..	..			..	..	..
9	Vegetable	70	265	1 4 6			..	..	..			..	..	..
4	Sugarcane	22	115	0 8 0			..	..	..			..	..	..
3	Bamboos	30	165	1 0 6			..	..	..			..	..	..
6	Rach	40	90	0 12 3			..	..	..			..	..	..
1	Skin	600	90	1 0 3			..	..	..			..	..	..
1	Mustard	70	60	0 10 9			..	..	..			..	..	..
2	Gumam wood	155	850	4 6 0			..	..	..			..	..	..
5	Hantal wood	450	1,850	11 0 0			..	..	..			..	..	..
418		1,01,567	54,310	319 2 6	28		8	7,900	40 7 0	448		1,01,575	2,320	358 9 6

N. B.—The tonnage shown above is that of the boats and not of the cargo.

CALCUTTA,
The 3rd February 1871.

J. F. STODDARD, Lieut.-Col., M.S.C.,
Asst. to Chief Engr., and Jt.-Secy., P. W. D., Irrigation Branch, Bengal.

PRINTED BY EDWIN MORRIS LEWIS, AT THE BENGAL SECRETARIAT OFFICE.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, FEBRUARY 15, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post

Papers relating to the question of allowing 3 per cent. of the rental of Government estates for local improvements.

From the Secretary to the Board of Revenue, to the Secretary to the Government of Bengal,—
(No. 134, dated the 5th April 1859.)

SIR,

THE commissioner of the Cuttack division has informed the Board that, with the sanction of Government, a new line of road is under construction from Peeplee to Khoordah, in the Pooree district, and as he is of opinion that the Khoordah estate will principally benefit by the road, he has solicited permission to defray half its cost from the collections of the estate.

2. The Board fully recognize the utility of the work, and they have no doubt that it will be very useful in facilitating communication and increasing the commerce, which is represented to be already very considerable along the present imperfect route; and as the Khoordah estate is susceptible of great improvement, they think it advisable that a certain portion of its proceeds should be devoted to its general improvement. With this view the Board beg to recommend that 5 per cent. of the net jumma of the estate may be made available for improvements, disbursements being made under the sanction of the commissioner, who will submit to the Board an annual statement of works undertaken, and of sums disbursed. The expense of the road above referred to should be defrayed from this allowance.

From the Secretary to the Government of Bengal, to the Secretary to the Government of India,—(No. 997, dated Fort William, the 23rd April 1859.)

SIR,

IN the accompanying letter from the Board of Revenue sanction is solicited to the expenditure of a portion of the rental of the Khoordah estate in Pooree, which belongs to Government, on local works for the improvement of the estate, under the superintendence of the commissioner of the division.

2. It is proposed by the Board of Revenue that 5 per cent. of the net collections should be set aside for this purpose, but this, in the Lieutenant-Governor's opinion, is too large a proportion. In the Khoordah estate 5 per cent. of the net jumma would amount to some Rs. 9,000 per annum. In His Honor's opinion 3 per cent. of the net collections would be sufficient to place at the disposal of the commissioner for carrying out those local objects on which a good zemindar would be disposed to expend a portion of his income for the benefit of the estate.

3. If His Excellency the Governor General in Council should approve of this proposition in the case of the Khoordah estate, the Lieutenant-Governor would venture to suggest that the principle should be extended to Government estates generally. * * * *

From the Secretary to the Board of Revenue, to the Secretary to the Government of Bengal,—
(No. 164, dated the 25th April 1859.)

SIR,

MR. DEARE, the deputy collector of Bhuddruck sub-division, who is in charge of the Government talook Noamund, in Balasore, lately took occasion to visit the talook, and has communicated the result of his inspection in the form of certain propositions for the improvement of the estate.

3. The commissioner knows of no good reason why the expenditure should not be allowed at once out of the collections of the estate. It is, he observes, the duty of Government as proprietor to improve its own property, which has been in its possession for about forty years without any attempt whatever having been made for its improvement. * * * *

8. The Board appreciate Mr. Deare's desire to improve the estate, of which he has been placed in charge, and consider his proposals well worth consideration. They concur with the local officers as to the primary necessity of the road, but there are no ferry funds available, or any funds for carrying into effect plans for the improvement of the estate. They are of opinion that it would be of advantage to create such a fund in Balasore, and with this view they would recommend that 5 per cent. of the annual revenue of the Noamund talook be set apart as a khas mehal fund to be expended for the improvement of the estate. The accumulations of this annual grant would in a few years suffice to carry out many of the measures proposed by Mr. Deare.

From the Secretary to the Government of Bengal, to the Secretary to the Board of Revenue,—
(No. 1113, dated Fort William, the 6th May 1859.)

SIR,

I AM directed to acknowledge the receipt of your letter No. 161, dated the 25th ultimo, and in reply to state, with reference to your previous letter, No. 134 of the 5th idem, that a proposition has been submitted to the Government of India for the assignment of 3 per cent. of the rental of the Khoordah estate for local improvements, and it has been suggested that if this meets with the sanction of the Supreme Government in the case of the Khoordah estate, the same rule might be extended to all estates the property of Government. * * * *

From the Under-Secretary to the Government of India, to the Secretary to the Government of Bengal,— (No. 1142, dated the 4th June 1859.)

SIR,

I AM directed to acknowledge the receipt of your letter No. 997, dated the 23rd April last, with enclosure, and to inform you in reply that His Excellency the Governor General in Council is pleased to sanction the rule suggested by the late Lieutenant-Governor, that commissioners, under the general sanction of Government, shall be vested with a discretion to expend not more than 3 per cent. of the net collections from Government estates on objects calculated to improve the condition of the estates and of the ryots occupying them.

From the Officiating Secretary to the Board of Revenue, to the Junior Secretary to the Government of Bengal,— (No. 491, dated Fort William, the 16th July 1861.)

SIR,

I AM directed to acknowledge the receipt of your letter No. 308, dated the 17th ultimo, forwarding an extract from a letter from Captain Hopkinson, the commissioner of Assam, proposing to double the land taxes of that province and to devote the excess so obtained to the construction of works of public utility.

2. In reply I am desired to say that the subject of an increase to the rates of assessment having been for some time under the consideration of the Board on certain propositions submitted by Colonel Jenkins, the late commissioner of the province, they are enabled to communicate, without further reference to the local authorities, the opinions which they have formed on the subject referred to them in your letter under acknowledgment.

3. The proposals which were made by Colonel Jenkins, and which are explained in detail in the subsequent paragraphs of this report, were—*first*, to increase the rates of assessment on land throughout Assam proper; and, *secondly*, to extend to that province, where the property in the soil belongs to the State, the authority under Government order No. 1414 dated the 11th June 1859, of assigning 3 per cent. on the collections to the improvement of estates which are the property of Government.

* * * * *

5. It appears to be acknowledged on all hands that the present rates of taxation are light, and though the opinions of officers employed in the districts, both now and in past times, differ as to the distinction which should be observed according to the position and circumstances of particular localities, it appears to be generally admitted that an increase on the present rates of some kinds of land may be effected without any hardship to the people.

* * * * *

10. The following extract gives the substance of Colonel Jenkins' opinion on this subject—

“For instance, Kamroop possesses very evident advantages over all the other divisions, particularly in being so near the great marts below, and possessing the means of navigation by the large Bengali boats, which have at all times easy access to Gowalparah, and at most times to Gowhatty and Burpettah, three great marts of the Kamroop division; but beyond Gowhatty, from the strength of the current and the short time westerly winds prevail, the navigation by large boats is difficult and uncertain, and ever increasing in difficulty as the river is ascended.”

“This command of navigation is of the highest advantage to Kamroop, and, considering also the superior denseness of its population, and generally greater advancement in trade and civilization, I am of opinion that Kamroop may always bear a higher taxation than any other division.”

“The reverse to Kamroop is the Luckimpore division, which has generally very spare and backward population, and can hardly be said to have any communication direct with the great Bengali marts, and must depend on the local consumers, in great measure, for the sale of its surplus produce.”

“The other divisions may be said to be intermediate between these two in their enjoyment of the advantages alluded to; but local circumstances make small differences in each. Seelsugur benefits above all in the local expenditure of money from the great extent of the tea plantations in the division, but it is more than all the other divisions liable to constant destruction of crops from the inundations of its hill streams. Durrung, perhaps, is the most unfortunate of all, large tracts being almost destitute of population, and not generally favorable to rice cultivation; whilst it has little or no trade, only three small tea plantations; and the prime portion of its laborers, the Doan Cacharees, are enticed away in all directions for the cultivation of tea and for public works.”

“The relative circumstances of the divisions may thus, I think, reasonably be opposed to the equalization of the rate throughout the province.”

11. The Board cannot but feel that much credit must be attached to the opinions of an officer with such large local experience as Colonel Jenkins. Rice is not an article of export from Assam, and land for producing it is available in unlimited tracts; and if the original assessment were in proportion to the means of the people, it is not likely that such a demand for rice has as yet been created by the importation of coolies for the tea factories, as would justify a general rise in the rate of rent for roopeet land.

12. On this point Colonel Jenkins writes:—

“Of the great crops, rice is grown on a variety of lands, but the lands taxed highly are those which produce the great crop, planted out at the height of the rains and harvested in November and December, the roopeet crop of the Assamers; but I think it is universally allowed that altogether the roopeet is less profitable than the mustard seed, requiring more attention, more labor of cattle and men, and more liable to suffer from vicissitudes of season, and more uncertain from the inundations of the rivers.”

"It was likewise generally asserted that a great deal of our suffering from the scarcity of grain was owing to the attention of the ryots being too much directed to the cultivation of mustard seed."

"It seems probable therefore that it has proved disadvantageous to the people that we have taxed the roopeet lands so much higher than the other lands, and a large supply of rice being of such very high importance in every way to the people and the planters, I should be disposed to encourage the great rice crop by making no further addition to the rates of the roopeet land; and in this opinion I am confirmed by a conversation I had at Nowgong with the principal sudder ameen of that station, formerly revenue sheristadar of Durrung, and a man of great experience and good judgment, who was altogether averse from adding to the assessment on the roopeet lands."

13. These reasons, which carry great weight with them, induce the Board to join Colonel Jenkins in deprecating any alteration of the rates of assessment now levied from the roopeet lands in the province. *

16. At the same time the Board would give their cordial support to Colonel Jenkins' recommendations, made in concurrence with the opinions of the collectors of those districts, that the rate of assessment on other lands than roopeet should be raised generally from 1 Re. to 1-2 in Nowgong and Durrung, and from 11 annas in Seeb-sagar, and 12 annas in Luckimpore, to 1 Re.; the rates in Kamroop remaining unaltered pending the ten years' settlement, under which this district is now held.

19. The Board are of opinion that for the present at least the above should be the limit of the increase of assessment to be introduced into the Assam province.

21. The second proposition made by Colonel Jenkins was to provide out of the local revenues for the general construction and periodical repair of the roads and bridges of the province.

22. A good road through the province would greatly promote its progress; and the desultory, partial, and inefficient manner in which the repairs of the existing roads and bridges are effected, and the extension of new works of absolute necessity is protracted while they are probably owing, in some measure, to the absence of proper superintendence, are doubtless in a great degree attributable to the absence of independent funds of sufficient amount to cover the outlay which such works require.

23. As already observed, the proprietary right in the land in Assam belongs to the Government, and the Board would propose to apply to it also the principle of Government order sanctioning the appropriation of 3 per cent. on the collections to purposes of local improvement. Among the causes which have retarded the progress of improvement in the province, it has been complained that the small quantity of the revenue of the province expended within it is one of the greatest. A regular outlay of a certain percentage of the revenue on works of public utility, and especially in facilitating the communication between the several districts, would remedy an acknowledged defect in the present state of the province; and being spent in great measure among the agricultural population, would lead to larger clearances of waste lands, and to the general development of the resources of the country.

From the Junior Secretary to the Government of Bengal, to the Secretary to the Government of India,—(No. 863A, dated Fort William, the 15th August 1861.)

SIR,

I AM directed to submit, for the consideration and orders of the

* From Secretary to the Government of Bengal public works department, No 2282 dated 31st May 1861 with enclosure.

To officiating Secretary, Board of Revenue No. 308 dated 17th June 1861.
From ditto, No. 491, dated 16th July 1861

Government of India, the accompanying copy of a correspondence* relating to a proposal for increasing the land tax in the province of Assam.

2. The proposal, it will be seen, emanated with the present commissioner, Captain Hopkinson, who was of opinion that the land tax in Assam should be increased double the present rate, and the excess so obtained devoted to the

construction of works of public utility in that province. The Board of Revenue, who were consulted on the subject, and whose report is annexed, do not consider it expedient that the tax should be doubled, or that an alteration should be made in the rate of assessment of every description of land. They state that the subject of an increase to the rates of assessment had been for some time under their consideration, on certain propositions submitted by Colonel Jenkins, the late commissioner; and in concurrence with the views expressed by that officer, they are of opinion that the rate of assessment on lands other than what is generally called roopeet, *i.e.*, land on which rice is grown, may safely be increased. They accordingly propose that the rates on the lands appropriated to the growth of linseed and mustard be raised generally from 1 Re. to 1-2 in Nowgong and Darrung; and from 1 fannas in Soobsaugur, and 12 annas in Luckimpore, to 1 Re. per poorah; the rates in Kamroop remaining unaltered, pending the ten years' settlement under which that district is now held.

4. With regard to the question of constructing roads and other works of public utility, the Board propose to apply to it the principle of the order communicated in Mr. Under-Secretary Chapman's letter No. 1112 dated the 4th of June 1859, sanctioning the appropriation of 3 per cent. on the collections to purposes of local improvement.

5. The Lieutenant-Governor entirely agrees in the views of the Board as expressed in their report now submitted.

From the Secretary to the Government of India, to the Junior Secretary to the Government of Bengal,—(No. 1621, dated the 30th August 1861.)

SIR,

I AM directed to acknowledge the receipt of your letter No. 863A, dated the 15th instant, enclosing copy of a correspondence with the Board of Revenue on the subject of a proposition for increasing the land tax in the temporarily settled districts of Assam, and for applying to those districts the order of the Government of India dated the 11th June 1859, sanctioning the expenditure of 3 per cent. of the net collections from Government estates on objects calculated to improve the condition of the estates and of the ryots occupying them.

2. In reply, I am directed to state that the Governor General in Council sanctions the appropriation prospectively from 1862-63 of 3 per cent. of the land revenue of the temporarily settled districts of Assam for purposes of local improvement, and His Excellency in Council hopes that the Lieutenant-Governor will be able to make better provision for the wants of Assam in respect of roads, &c., in the next budget.

3. With regard to the expediency of increasing the land assessment in Assam, I am desired to intimate that the Governor General in Council leaves that question to the discretion of the Lieutenant-Governor.

From the Under-Secretary to the Government of Bengal, to the Secretary to the Board of Revenue,—(No. 1263A, dated Fort William, the 18th December 1861.)

SIR,

I AM desired to acknowledge the receipt of your letter of the 12th ultimo, No. 803, submitting a copy of one from the commissioner of Assam, in which, after commenting on the inadequacy of the means at his disposal for the improvement of the province in public works, he suggests that the profits from the sale of abkaree opium, which have accrued by the prohibition of the cultivation and free use of indigenous opium in Assam, should be applied to that purpose.

2. The Lieutenant-Governor entirely agrees with the Board in thinking the commissioner's proposal such as cannot be supported.

3. There is no reason why an item of ordinary imperial revenue, such as the abkaree opium revenue is, should be appropriated for local objects in Assam more than in any other province where the same item is levied. Major Hopkinson to a considerable extent misunderstands the grounds on which the rules affecting the opium revenue, and the cultivation of opium, were assimilated

in Assam to those in force in all other provinces under this Government. The assimilation was founded on the principle that all the reasons in support of this item of excise applicable to the other provinces under the Bengal Government applied equally, or more strongly, to Assam, whilst there were no special reasons to the contrary applicable to Assam.

4. The Lieutenant-Governor agrees with the commissioner in thinking good roads through Assam an imperial necessity, and he agrees with him in thinking that all the local funds will be inadequate for such a purpose. The district cross roads will require them all, and more. Trunk roads through the province must be made by means of imperial funds; and it is only because the Bengal provinces have not been, and continue not to be allowed anything approaching to what, in a natural view of the case, must appear to be their fair proportionall share of the imperial funds allotted by the Government of India to the several local Governments for their public works of imperial character, that at least one such imperial road as Assam requires has not yet been made.

5. The Lieutenant-Governor's best endeavours have never been spared to obtain the removal of this peculiar and distressing disadvantage under which the whole of the lower provinces of Bengal labor, but hitherto without result. He has never been informed of the grounds whereon a system by which the comparative extent, population, and revenue of the Bengal provinces seem to be disregarded in the allotment of money for its public works, is considered to be just and proper. He is convinced, however, if those grounds, whatever they may be, were stated, so that they could be examined and discussed by the light which a representation of the actual state of the internal communications in these provinces would offer, they could be demonstrated to be untenable; for nothing could be easier than to show that the wants of no part of India are so great in the matter of roads and other public works as those of the Bengal provinces. He believes, therefore, that a great public service would be done if only a discussion of the question could be secured.

6. The want of roads is nowhere greater than in Assam; and the Lieutenant-Governor freely admits that in no part of India has less been done for the internal communications.

7. The Lieutenant-Governor very much regrets this: and his regret is increased by considering the strong and peculiar claim which the great rising interest in Assam—the European tea-planting interest—has upon the just consideration of Government.

The commissioner of Assam continued to press his opinion in favor of a general increase to the assessment of the land in Assam, and eventually in 1867 his view was adopted. The new assessment produced an increase of Rs. 7,89,439, bringing the total land revenue of the province to Rs. 20,80,239 in 1868-69.

No. 1760.

GOVERNMENT OF INDIA.

FINANCIAL DEPARTMENT.

Accounts

Fort William, the 16th March 1870.

READ—

A letter from the Government of Bengal, No. 3552 dated 30th September 1869, asking for a supplementary budget grant for appropriating 3 per cent. on the land revenue of the district of Kamroop to the fund for the improvement of Government estates, and reply No. 1759 of this date sanctioning the expenditure.

RESOLUTION.— This application has led the Government of India to inquire into the origin of this fund. It has been ascertained that it is held to be authorized by orders passed in the Home department, No. 1142 dated 4th June 1859, and No. 1621 dated 30th August 1861, by the earlier of which commissioners of revenue in Bengal were “vested with a discretion to expend

not more than 3 per cent. of the net collections from Government estates on objects calculated to improve the condition of the estates and of the ryots occupying them." The latter order extended this concession to the land revenue of the temporarily settled districts in Assam. It was not (so far as can be ascertained) communicated to this department. The Government of Bengal appears to have considered that it was authorized under these orders to credit 3 per cent. of the collections from every Government estate in Bengal, and of the entire land revenue of the temporarily settled districts of Assam, to the "amalgamated district road fund" of the lower provinces.

It seems, however, to the Government of India in the financial department that the order of 1859 did not really convey sanction to this procedure, and that it is doubtful whether the fund should be allowed to continue. It is, in its present shape, simply such an assignment of imperial assets to local public works as is not granted in other provinces. The estate in Bengal receives already a much smaller share of the proceeds of the land than elsewhere, and it is hardly right that it should part with any portion of that share in order to assist local public works which ought to be provided for by local cesses. It appears to the Governor-General in Council probable that the Government of India did not originally contemplate sanctioning anything like the procedure which has been founded upon these orders.

It should now be considered in the Home department, in consultation with the Government of Bengal, whether the fund for the improvement of Government estates should not be abolished, and whether the practice of crediting 3 per cent. of the revenue of all Government estates, and of the temporarily settled lands of Assam, to the "amalgamated district road fund," should not cease.

ORDERED, that a copy of this resolution be forwarded to the Home department for further consideration and orders.

R. B. CHAPMAN,
Offg. Secretary to the Govt. of India.

Memorandum by J. GEOGHEGAN, Esq., Under-Secretary to the Government of India, Home Department, - (No. 193, dated Fort William, the 31st March 1870.)

FORWARDED to the Government of Bengal, with a request that a report may be submitted on the question raised by the financial department

From Secretary to the Board of Revenue, Lower Provinces, to the Secretary to the Government of Bengal, Revenue Department.—(No. 179B, dated Fort William, the 12th May 1870)

SIR,

WITH reference to Government order No. 1441 of the 9th ultimo, I am directed to report that in the Board's opinion the fund for the improvement of Government estates should be maintained. They regard the fund as a recognition by Government of its duty as landlord to improve its property, and they are able to state that many valuable improvements have, in point of fact, been effected by disbursements from the fund.

From RIVERS THOMPSON, Esq., Officiating Secretary to the Government of Bengal in the Revenue Department, to the Secretary to the Government of India in the Home Department,—(No. 2368, dated Fort William, the 18th June 1870)

SIR,

I AM directed to acknowledge the receipt of Mr. Under-Secretary Geoghegan's endorsement No. 193 dated the 31st March 1870, requesting that a report may be submitted on the questions raised in the financial resolution No. 1760 of the 16th idem, whether the fund for the improvement of Government estates should not be abolished, and whether the practice of crediting 3 per cent. of the revenue of all Government estates, and of the temporarily settled lands of Assam, to the amalgamated district road fund, should not cease.

2. In reply, I am desired to say that the practice of crediting the amalgamated district road fund with the 3 per cent. deductions from collections of

Government estates, and of the revenue of the temporarily settled districts in Assam, has, under the orders of the Lieutenant-Governor, been for some time discontinued. A copy of the resolution of this Government in the public works department (No. 1226 dated the 27th of February 1869), which accompanies this letter, will suffice to show that, in supersession of the rule which previously obtained, the collections under this fund are primarily available for the benefit of the estates and districts from which they are raised; and that at the end of the year the balances of this fund are credited to the fund for the improvement of the Government estates *of the same district*, instead of being, as heretofore, incorporated with the "amalgamated district road fund." The procedure to which exception is taken appears to have been sanctioned by the Lieutenant-Governor of these provinces in 1861: but it was probably ordered by Sir J. P. Grant as a matter of convenience of account only, and with the clear intention that each estate or district (as Cachar) or province (as Assam) should receive the full benefit of its own money. As above explained, this has been more directly enforced by the recent orders of the Lieutenant-Governor, and the expenditure of the collection is everywhere in accordance with the constitution of the fund.

3. In deprecating the proposal to abolish the existing fund for the improvement of Government property in Assam and other temporarily settled districts, the Lieutenant-Governor would urge upon the consideration of His Excellency the Governor General in Council the fallacy of the supposition that a local cess in estates or districts so situated would not fall upon imperial revenues. Where Government is the landlord, as in Assam, it is altogether erroneous to class the whole rental receipts as "imperial assets" in the same sense in which that term is applied to the land revenue of the bulk of Bengal and of the north-western provinces; and it appears to the Lieutenant-Governor to be an obvious mistake to apply to districts or estates in which Government is proprietor an argument derived from its position in the permanently settled districts of Bengal, and on that argument to hold that Government is not bound to contribute anything to such estates or districts out of the rental received from them.

4. It seems to the Lieutenant-Governor that it may fairly be argued that the assignment of 3 per cent. of the land revenue of khas estates for local improvement is in truth simply analogous to the road cesses which are levied, and which it is proposed to levy in those provinces or districts where the Government is *not* zemindar. In Assam and in other khas estates, the Government takes all it can get; and in this view the Government, in setting aside 3 per cent. for local purposes, only does exactly the same as it does when in other districts out of 52 per cent. of the gross assets it gives 2 per cent. for roads, except that the 3 per cent. in khas estates bears a smaller relation to the receipts of the State than the 2 per cent. does in the other case.

5. As regards temporarily settled districts where the Government is proprietor, in whatever way we view the proposition that local cesses must provide for works of public utility, the conclusion must be the same, that the charge eventually must fall upon the Government, if, as has been hitherto contended, such a cess is to fall upon the land only. Either Government as landlord must pay, as landlords in permanently settled estates are intended to pay the cess; or the Government must go beyond the terms of the settlement, and after taking the full rent as assessed at the settlement, must demand an additional cess for local works. If this is what the resolution of the financial department proposes, it can scarcely be justified if regard is had to the fact that the settlement is based upon the assets of what the settling party is fairly entitled to as a reasonable remuneration, after deducting all costs of collection and the payment of the Government revenue.

6. But even in this case there can be no doubt whatever that the knowledge of the intention to superadd a cess would in all new settlements invariably lessen the amount which the Government would receive in the shape of land revenue. Few officers have apprehended the force of this point more clearly than the present officiating secretary to the Government of India in the financial department; and the soundness of the view expressed by him, when

commissioner of a division in Bengal, in paragraphs 47 and 48 of his letter No. 128 dated the 3rd of June 1868, to the address of the secretary to this Government, seems to the Lieutenant-Governor to be beyond dispute.

His words are:—

“Be the *theory* what it may, I cannot believe that, *practically*, a landowner will consent to the same settlement, or a Government officer will succeed in imposing the same settlement, when a rate is to be paid, as he would do if there were none. Certainly, in Bengal, and I presume elsewhere, there is much actual bargaining between the settlement officer and the landowner before the rate is fixed on the land at a settlement. The settlement rules do not of course provide for this; but the process nevertheless goes on *pari passu* with the procedure enjoined by the rules, which it undoubtedly influences. I feel confident that in Bengal the Government will not, in new settlements, get the same revenue when a rate is imposed as it would do if there was no rate; and what does that mean but that in fact the Government in such cases has to pay the rate or a share of it? When a rate is super-added, as it must be superadded in the permanently settled districts, there is not, of course, room for any process of the kind.”

No. 436.

GOVERNMENT OF INDIA.

FINANCIAL DEPARTMENT

Fort William, the 28th January 1871.

Read again—

Financial resolution No. 1760 dated the 16th March 1870, referring to the Home department for consideration whether the fund for the improvement of Government estates in Bengal should not be abolished, and whether the practice of crediting 3 per cent. of the revenue of all Government estates, and of the temporarily settled lands of Assam, to the “amalgamated district road fund,” should not cease.

Read—

Endorsement from the Home department, No. 587 dated the 18th October 1870, forwarding a letter from the Government of Bengal on the subject, with the remark that there seems to be no reason why the practice in question should not, as proposed by this department, be abolished.

RESOLUTION.—The Governor-General in Council observes from the letter of the Government of Bengal that, since February 1869, the 3 per cent. deductions from collections of Government estates and of the revenue of the temporarily settled districts in Assam have been credited, not to the amalgamated district road fund, but to a fund for the improvement of Government estates, which is primarily employed for the benefit of the estates and districts from which the collections are raised, or upon roads in the neighbourhood that are likely to benefit the particular estates or districts which contribute to the funds.

2. His Honor the Lieutenant-Governor urges that this fund should be maintained, on the ground that, as proprietor, the Government is bound to assign a portion of the revenue derived from Government estates, and temporarily settled estates, to local improvement.

3. The Governor-General in Council is of opinion that the principle of crediting to local funds any part of the imperial revenue now in question is unsound, and must cease gradually. In 1871-72 the local fund may be allowed credit for 3 per cent., as at present; but in 1872-73 only 2 per cent. must be taken; in 1873-74, only one per cent.; and thereafter nothing.

R. B. CHAPMAN,

Offg. Secretary to the Government of India.

Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, the 11th February 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

T. H. COWIE, ESQ., *Advocate-General*,
THE HON'BLE ASHLEY EDEN,
A. MONEY, ESQ., C.B.,
A. R. THOMPSON, ESQ.,
V. H. SCHALCH, ESQ.,
MOULAY ABDOL LUTEEF KHAN BAHADOOR,

F. F. WYMAN, ESQ.,
BABOO JOTEENDRO MOHUN TAGORE,
T. H. WORDIE, ESQ.,
AND
BABOO DIGUMBER MITTER.

CALCUTTA MARKETS' BILL.

MR. SCHALCH moved for leave to bring in a Bill for the better regulation of markets in Calcutta. In doing so he said that for a very considerable time back great dissatisfaction had been expressed at the present system for the supply of food, meat, and vegetables for the use of the town. This feeling became so strong some years ago, that a meeting was held in the Town Hall, he thought even before the constitution of the present municipality, on which occasion the subject was brought before the public. At that meeting the inconvenience and evils attending the present condition of the markets were fully brought forward, and appeared to have been enlarged upon. However, that meeting seemed to have gone no further. But the practical result was to bring the matter more prominently before the public. In 1863 the present municipality was constituted, and one of its first acts was to place all the markets in the town under the supervision of the health officer, to whom they assigned an establishment for the purpose. Through the health officer's influence with the owners of the markets considerable improvements were effected in some of the smaller markets, but in the larger markets, especially in the Dhurrumtollah market, very little indeed had been done. This might be due, in some measure, to the owner not having any fear of competition before his eyes: still more it seemed to be due to the manner in which the bazar was constructed, which prevented any real reform being effected without, in fact, demolishing the whole building and building it up again on a totally different plan. This of course would involve serious expenditure, and it was not surprising that the owner should have not undertaken it. It seemed, therefore, that but little could be done in that way. When he (Mr. Schalch) was chairman of the municipality, he brought the matter before the justices at a meeting held in January 1866, and a resolution was then passed that a sum of Rs. 1,000 a year be allotted out of the surplus income of past years towards the purchase of a site, and for the construction of a municipal market. This resolution was passed, he believed, by a considerable majority and forwarded to the Government at the time.* The sanction of Government to that proposition was subsequently given, and things seemed in good train for the construction of a market. Shortly after this he left the municipality, and the attention of his successor was necessarily so much taken up in the important works of the drainage and water-supply of the town, that the matter was allowed to remain in abeyance. It was afterwards again brought forward, but there seemed to be some considerable opposition to the project, and a desire not to interfere with vested rights, and the matter was not carried out. However, public attention had been directed to the condition of the existing bazars, and many complaints were made on the subject, so much so that the present chairman, Mr. Hogg, again brought the matter before the justices at a very large and influential meeting which was held during the last month. At that meeting a resolution was passed which led to the chairman addressing the Government of Bengal on the subject. The shorter way to explain matters, he thought, would be to read out a portion of that letter, which was dated the 16th January last. The chairman of the justices there said:—

"At the quarterly meeting of the justices held to-day, the expediency of establishing a municipal market, and the measures which should be adopted to effect this object, were very fully discussed, and I now have the honor to submit, for the consideration of the Lieutenant-Governor of Bengal, the opinion and recommendations of the justices on this important subject.

"2. At present there are only two markets where Europeans can obtain supplies from—namely, the Dhurrumtollah and the Tretta. Meat and provisions of superior quality are sold only at Dhurrumtollah, and this is the market from whence nearly all the higher classes of Europeans have their table supplied. It is situated at the corner of Chowringhee Road and Dhurrumtollah Street, on all sides it is surrounded by houses, and the area devoted to the market is altogether insufficient and inadequate for the requirements of the public. The market, moreover, is most defective in the important point of ventilation, and the stalls and buildings therein are so low and small as to be altogether unsuited for the sale of provisions. Owing also to the confined space and defective structure of the buildings, it is quite impossible to carry out any proper and efficient conservancy arrangements. The consequence is, that the market presents a most uninviting appearance, and the odours emanating from it are most offensive.

"3. For the reasons above stated, the justices are almost unanimously of opinion that a suitable first-class market is a crying and imperative want, which should be provided for by the corporation. However, as under the existing Municipal Acts, the corporation is not empowered to construct a market, the justices are unable to take any steps in the matter unless the Lieutenant-Governor of Bengal will be pleased, by legislative enactment, to confer on the corporation such powers as shall enable them to do all acts necessary for this purpose.

"4. Should the views of the justices in this matter receive the support and approval of the Lieutenant-Governor of Bengal, the justices trust that His Honor will allow the Act also to embrace provisions enabling the justices to exercise an efficient control over all existing markets, which object might be best secured by empowering the justices to make bye-laws, subject to confirmation by the Lieutenant-Governor, for the regulation of all bazars, and also prohibiting any building or place being used as a public market until the owner shall have obtained a license from the municipality. By this proposal it is not intended that the justices shall be empowered arbitrarily to close any existing market, but simply to enable the corporation to insist on the proprietors of existing markets abiding by the bye-laws which may be passed to regulate the conservancy arrangements of all markets.

"5. As regards the measures necessary to enable the corporation to raise funds for the construction of one more market, the justices suggest that the proposed Bill shall authorize their raising capital by the issue of debentures, or otherwise, on the security of the markets which they may decide on constructing, and on the collateral security of the rates and taxes, it being provided in the Act that all existing debenture-holders shall have the first lien on the rates and taxes now in force."

The letter went on to explain the scheme which was laid before the justices, with which however, he (Mr. Schaleh) need not trouble the Council, and concluded by expressing the hope that the Lieutenant-Governor would lay the matter before the Government and move it for the grant of a loan for the purpose. This letter was forwarded to the Government of India with an expression of the opinion of the Lieutenant-Governor supporting the proposition, and stating that as to the question of the extension of the power of the justices to borrow money, His Honor would be prepared to introduce a Bill into the Bengal Council if the Governor General in Council would grant the loan. These papers were forwarded to him (Mr. Schaleh) with a request that he would lay the matter before the Council.

It would be observed that the justices now made three requests: *first*, to enable them to purchase land for the construction of a municipal market; *secondly* to raise the necessary sum by the issue of debentures on certain conditions; and *thirdly*, to have greater powers placed in their hands for the regulation of the existing markets. With the permission of the Council he would say a few words on each of these points.

It would almost appear from the previous action of the municipality that they considered that they had full powers under the Act to construct a market. Looking to the Act itself there appeared nothing very explicit on the subject, and although there was nothing in the Act against their constructing a market, as the justices had to come to the Council for power to raise fresh debentures, it would, he thought, be as well for the Council to settle the question definitely. On the question as to whether it was expedient to grant these powers or not, he thought it would rest entirely on the question as to whether the existing markets were fit places for the purpose. If new markets were required, he thought there was no body better suited for the purpose of the establishment of a market than the municipality. As to the state of the existing markets, he would read to the Council extracts of a letter from Dr. Macrae, the then officiating health officer of the municipality. Dr. Macrae was too well known to most of the members of the Council for it to be necessary to make any remarks as to his character, and he (Mr. Schaleh) was sure that what was said by Dr. Macrae would have great weight with the Council.—

"I would beg to record my protest against the continuance of the Dhurumtollah bazar in its present condition. Adequate as it may have been for the wants of the European community forty years ago, when their numbers were a tithe of what they are now, it is in every single respect unfit and inadequate for the wants of the present day. It has not one qualification for a market-place. It has no ventilation, being surrounded by buildings having only small gates of entrance, through which no current of air can find a passage. As a result, at any hour of the day or night the atmosphere is foul and limited. It is infinitely too small, the frequenters of it being hustled and crowded while making their purchases. The flooring is in great part earth, never washed, but saturated with drippings from the stalls which likewise are rarely or ever washed. I will say nothing of many abuses which have come to my knowledge, which, if generally known, would tend to convert the Europeans into a vegetarian. I have striven vainly to correct them; but unless the holders of the bazar are directly subject to the orders of the municipality, these disgusting practices cannot be restrained."

He would ask any member of the Council to spend half an hour in the Dhurumtollah bazar, and he (Mr. Schaleh) was quite sure that any member who did so would be satisfied of the want of ventilation, cleanliness, and arrangement in the market, and the dense crowd which prevailed there. No doubt, when first constructed, the market might have been well suited to the requirements of the town. Since then the European population had largely increased, and such a visit would, he believed, satisfy the most sceptical of the necessity for a new bazar. As he had said before, the construction of a new bazar could best be carried out by the municipality, on the understanding that the expenditure incurred for the purpose should involve no risk to the municipal fund. The justices had expressed a decided opinion on that point. They said in the letter to which he had previously referred—

"Although the justices propose that the rates and taxes should be offered as collateral security for market loans, they have little doubt that the rents derived from a municipal market, when once established, will be fully sufficient to meet, not only the interest on the capital expended, but also to provide a reasonable sinking fund to liquidate the loan raised for the cost of the market."

That was a subject which might be safely left for their consideration and discussion. He thought the justices were fairly entitled to have the power they seek placed in their hands, and in the Bill he asked leave to introduce he proposed granting them that power.

On the second question, as to the issue of debentures, it had been urged that it was unfair to issue debentures on the security of the general funds for works the benefits of which would be derived by Europeans only. He would altogether dispute that point; for not only would Europeans derive benefit from the construction of a municipal market, but also the several mixed classes that were to be found in the city. When properly constructed and properly arranged, the market would be largely resorted to by the Mahomedan community, and the day, he thought, would not be long distant when the Hindoos themselves would go to the market for what they required. It would probably be urged that their religious feelings and prejudices would not allow them to make their purchases there, but he thought that in such matters convenience would predominate over feelings and prejudices. We all know what was said on the construction of railways in this country, and how the more respectable Hindoos would refuse to avail themselves of them on account of the commingling of the different classes. He would ask anybody to visit the railway station at Howrah, and he would find Brahmins in hundreds there cheek by jowl with people of all castes. We were told also in regard to the city water-supply that it was an iniquitous thing to tax the general community for a work which a large portion of the people, the Hindoos, would not use. He had great pleasure in stating that a friend of his, a native of great influence, had told him that he was extremely glad that the water-supply scheme had been completed. He said that it had proved of great benefit to the Hindoo community, and especially to the poorer classes. Another native had told him that the water was used by the Hindoos for every purpose except for the service of their gods, and that even that prejudice would soon cease.

He (Mr. Schaleh) thought that if it had been found that the plea had proved futile in these two cases, we might be quite sure that if a market was constructed and established on a proper system, and if a good article was sold there at a cheap rate, the Hindoos as well as the other classes of the community would resort to it. Besides this, we already had a precedent in what the municipality had done in the case of public necessities, which were formerly in so filthy a state that he would not disgust the Council by attempting to enter into a description of their details. They were taken up by the municipality and organized on an entirely different plan, and this had been done at the very large cost from the general municipal fund of over two lakhs of rupees, but the interest of that cost had been more than reimbursed by the receipts from these improved public necessities. Now, these necessities were constructed, not for the benefit of the whole town, but only for a limited portion of it, and yet it could not be denied that the money had been well and properly spent, though for the immediate benefit of a portion of the community only. The same argument would apply to money spent for the construction of a market even if primarily conducive to the benefit of a portion of the town.

He now came to the consideration of the third question, in which the justices had asked for increased powers for regulating markets. But here he found some difficulty. He found on referring to the existing Acts, that by certain sections of Act VI of 1863 the justices could at present ensure the proper drainage of and supply of water in the existing markets. They could also, under a subsequent section, make bye-laws for the inspection of all markets, the management and conduct of business therein, and for keeping the same in a cleanly and proper state, and for removing filth therefrom. By another section they had power to inspect all articles of food, and if they found any article unfit for human consumption, they could have it confiscated and destroyed; and, further, by a later Act (VI. of 1866) they had power to direct the widening of the passages of bazars. With these powers, which they already possessed, and without any assertion on the part of the justices in what respect these powers were insufficient, he would decline to grant them the larger powers they sought. They wanted that each existing market should have a license, and if the owners did not observe the existing laws and bye-laws, that the license should be withdrawn. This seemed a rather harsh measure, because the existing laws and bye-laws had certain penalties attached to their non-observance; and he thought it was better to increase, if necessary, those penalties, than to attach to them a secondary punishment far greater than what those penalties involved. In the case of the new bazars it would be necessary that the parties proposing to bring them into use should first have a certificate from the health officer and the engineer of the justices to show that the place proposed to be opened as a bazar was properly constructed and suitable for the purpose; because, when a bazar was once established, it was difficult subsequently to make any necessary alterations. He had therefore in the Bill limited the power of the justices to the compulsory grant without fee of licenses to the existing bazars merely for the purpose of having a record of the owners in the justices' books, so that it might be known against whom they could proceed to enforce penalties for breaches of the bye-laws, but without power to revoke or recall such licenses.

There was not, he thought, any other subject to which he need now draw the attention of the Council, and he therefore begged to move for leave to bring in the Bill.

The motion was agreed to.

HOWRAH BRIDGE.

THE HON'BLE ASHLEY EDEN moved for leave to bring in a Bill for the construction of a bridge across the river Hooghly between Howrah and Calcutta. He said that for very many years the question of the connection of the two banks of the river had been under consideration. A number of schemes had been brought forward and considered: it had been discussed whether there should be a permanent bridge, whether it should be a railway bridge connecting the termini of the two railways in a central position in the town, whether it should be a floating road bridge, and so forth, discussions with which he would not trouble the Council. For reasons that had already been published, the Government of India had determined, at all events for the present, that it was not necessary to spend half a million in making a permanent bridge across the river. There seemed to be an objection to expend so large a sum of the imperial revenues for what the Government of India holds to be a local purpose, as under the view taken by that Government a bridge seemed to be required much more for local traffic than the through traffic of the country. It had been argued by the commission appointed to consider the question of constructing a floating bridge, that the local passenger traffic was five times as great as the railway traffic, and therefore the demand for facility of communication across the river was quite as much for local purposes as for the convenience of the country at large. Adopting this view; a floating bridge was, in the opinion of the Supreme Government, all that was required for the present. It was therefore determined at once to construct a floating bridge between Calcutta and Howrah, and a contract had been entered into with Mr. Bradford Leslie, an eminent engineer, for the construction of such a bridge, at a cost not exceeding £150,000, to be completed by the beginning of the year 1873. But as to the merits of the respective schemes, it was not necessary to take up the time of the Council.

What remained to be done, and what the Council was asked to do, was to pass a legislative enactment for the purpose of giving effect to this scheme for a floating bridge, which would remove any legal difficulties that might arise in carrying out the work, and keep the Government free from all liability in regard to accidents arising from the construction of the bridge and the consequent restrictions to navigation and traffic, and also for determining the necessary arrangements for securing the levy of tolls and the re-payment of the Government advance. The proposal now under consideration was that the collection of the tolls should be to some extent entrusted to the East Indian Railway Company, and that they should, on behalf of the Government, levy a certain small increased rate, very slight indeed, on goods and passengers coming to their station, and the bridge would therefore be practically free to all persons between the two stations. Beyond this there would be a certain amount of local traffic on which a small toll would be levied, probably not more than was now paid by passengers for the very much more dangerous and inconvenient means of crossing now available.

The bridge would be constructed with Government capital, and the question would remain for consideration how the affairs of the bridge should eventually be administered. It was proposed at present that the Bill should be drawn so as to meet any one of these three courses; either that the bridge should remain in the hands of Government officers, the Railway Company collecting the dues and tolls of the railway portion of the traffic, in which case there would be very little indeed for any one else to do. The next course was to make over the bridge to the present port fund commissioners; the third course was that the bridge should be made over to a board of trustees, to whom its affairs would be entirely entrusted. It was proposed, as said before, by the Bill to leave this question open to future adjustment. The Bill could be so drawn as to enable the Government to make over the bridge at any time that they were prepared to do so to a board which would collect the tolls and pay back to the Government the money advanced for the construction of the bridge by means of a sinking fund, very much on the principle which had been followed in the case of the Port Improvement Act.

He did not propose to go into the details of the Bill to-day. He hoped in the course of next week to circulate the Bill to members of the Council, and on that occasion he would explain its provisions.

The motion was agreed to.

The Council was adjourned to Saturday, the 18th instant.

Gift of land for a road by Rajah Koomul Kishen Bahadoor and Baboo Anoda Persad Roy.

From LORD H. ULICK BROWNE, Commissioner of the Chittagong Division, to the Secretary to the Government of Bengal, General Department,—(No. 613, dated Chittagong, the 24th January 1871.)

I BEG to bring to the notice of Government the generous and public-spirited conduct of two zemindars of Tipperah, Rajah Koomul Kishen Bahadoor and Baboo Anoda Persad Roy.

2. A road is under construction between Comillah and the sub-division of Brahmunbariah. About seven miles of the road will pass through the estates of the former gentleman, and about nine miles through the estates of the latter.

Rajah Koomul Kishen Bahadoor and Baboo Anoda Persad Roy have given all the land in their estates required for the road free of charge, which will enable us to complete the road much sooner than would have been possible if we had to pay for the sixteen miles of land out of the annual road fund grants.

3. I beg to recommend that a suitable acknowledgment of this generosity be published in the Gazette.

From H. S. BEADON, Esq., Officiating Under-Secretary to the Government of Bengal, to the Commissioner of the Chittagong Division,—(No. 424, dated Fort William, the 13th February 1871.)

I AM directed to acknowledge the receipt of your letter No. 613 dated 24th ultimo, and in reply to request that you will be good enough to convey to Rajah Koomul Kishen Bahadoor and Baboo Anoda Persad Roy the thanks of the Lieutenant-Governor for their generous and public-spirited gift of the land required for the road which is under construction between Comillah and the sub-division of Brahmunbariah.

Statement of Joint Stock Companies Wound up during 1870.

NAMES OF COMPANIES.	When wound up.	Amount of nominal capital in Rs.
		Rs.
1. Luckimpore Tea Plantation Company Limited ...	29th August 1870 ..	2,00,000
2. Port Canning Land Investment, Reclamation and Dock Company Limited ...	10th September 1870 ...	1,20,00,000
3. Oudh and United Service Bank Limited ...	5th December 1870 ...	2,00,000
Total ...	... ..	1,24,00,000

CALCUTTA,
The 11th January 1871.

CHUNDER MOHUN CHATTERJEE,
Registrar of Joint Stock Companies, Calcutta.

Statement of Joint Stock Companies Registered during 1870.

NAMES OF COMPANIES	When registered.	Amount of nominal capital in Rs.
		Rs.
1. Nutwanpore Tea Company Limited ...	8th January 1870 ..	4,00,000
2. Furreedpore Loan Office Limited ..	13th June 1870 ...	15,000
Total ...	.. ..	4,15,000

CALCUTTA,
The 11th January 1871.

CHUNDER MOHUN CHATTERJEE,
Registrar of Joint Stock Companies, Calcutta.

Comparative Statement Showing the Number and Capital of Joint Stock Companies Registered and Wound up during the Years 1857 to 1870.

YEARS	COMPANIES											
	Registered.		Wound up.		Otherwise defunct.		Transferred to the registrar of N. W. P.		Transferred to the registrar of Punjab.		Remaining on the Calcutta register.	
	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
1857...	2	10,00,000										
1858...	9	67,12,500	2	1,20,000								
1859...	14	85,11,500	1	6,00,000								
1860...	12	59,22,000	3	2,15,000								
1861...	15	79,92,000	3	4,00,000								
1862...	12	92,28,000	4	17,81,000								
1863...	55	4,85,30,000	8	72,25,000								
1864...	32	1,13,28,900	7	31,05,000								
1865...	24	6,36,18,000	11	30,96,500	1	2,00,000						
1866...	10	11,92,000	20	2,07,20,000	5	9,25,000						
1867...	11	18,70,000	15	3,60,00,000					12	35,51,000		
1868...	2	11,20,000	19	72,72,500			18	45,63,900				
1869...	3	1,17,00,000	8	20,20,000								
1870...	2	1,15,000	3	1,24,00,000			1	60,000	1	2,50,00,000		
Total	203	17,60,37,900	101	9,59,08,000	6	11,25,000	19	46,23,800	13	2,85,51,000	61	4,67,30,000

CALCUTTA,
The 11th January 1871.

CHANDER MOHUN CHATTERJEE,
Registrar of Joint Stock Companies, Calcutta.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE

Approximate Return of Traffic for week ended 28th January 1871, on 1,279½ miles open

	COACHING TRAFFIC						MERCHANDISE AND MINERAL TRAFFIC						Total Traffic Receipts.					
	Number of passengers.	Coaching receipts					Weight carried.	Receipts.										
		Rs	As	P	£	s		d	Mds. Strs	Rs.	As	P.	£	s	d.	£	s.	d.
Total traffic for the week	102,411	1,70,956	1	11	13,670	19	7	658,513	30	4,10,416	3	0	37,621	9	8	53,292	9	3
Or per mile of railway		131	9	9	12	4	11			320	12	3	29	8	1	41	15	0
For previous 3 weeks of half year	292,767	4,29,729	12	10	39,391	1	5	1,785,002	30	11,13,291	10	0	102,048	10	8	141,410	1	1
Total for 4 weeks	395,178	6,00,676	14	9	55,002	1	0	2,443,576	20	15,23,677	13	0	139,670	9	4	194,733	10	1
COMPARISON.																		
Total for corresponding week of previous year	118,411	2,76,123	1	4	25,398	16	0	762,075	10	3,91,987	14	9	36,207	4	6	61,640	0	6
Per mile of railway, corresponding week of previous year		211	6	6	22	8	1			310	3	10	32	0	3	54	8	4
Total to corresponding date of previous year	539,303	10,92,019	1	6	100,101	15	1	2,098,500	30	17,10,363	1	7	156,783	5	7	256,985	0	

EAST INDIAN RAILWAY—JUBBULPORE LINE

Approximate Return of Traffic for week ended 28th January 1871, on 223 miles open.

		Rs. As. P.				Mds. Strs.				Rs. As. P.				£ s d.			
		£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.
Total traffic for the week	7,551	4,152	12 2	2,214	0 1	46,146	0	11,800	18 3	1,337	5 10	3,571	5 11				
Or per mile of railway		108	4 11	9	18 7			66	6 5	6	1 9	16	0 4				
For previous 3 weeks of half year	16,107	52,606	7 3	4,822	5 2	152,306	10	17,091	3 3	4,316	18 10	9,148	10 0				
Total for 4 weeks	21,751	70,759	1 5	7,036	5 3	198,451	10	61,898	0 6	5,673	10 8	12,710	4 11				
COMPARISON.																	
Total for corresponding week of previous year	8,137	3,994	0 0	2,391	19 0	40,330	30	10,846	8 1	994	5 3	3,386	4 3				
Per mile of railway, corresponding week of previous year		117	0 2	10	11 6			48	10 3	4	9 2	15	3 8				
Total to corresponding date of previous year	31,051	1,12,908	1 1	10,349	18 0	196,677	30	44,075	11 3	4,095	5 5	14,445	3 11				

EASTERN BENGAL RAILWAY

Approximate Return of Traffic for week ended 28th January 1871, on 156½ miles open

		Rs. As. P.				Mds. Strs.				Rs. As. P.				£ s d.			
		£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.
Total traffic for the week	34,306	17,270	5 0	1,583	13 3	83,176	29	17,032	2 7	1,561	5 8	3,144	18 11				
Or per mile of railway	216	110	6 1	10	2 5	531	0	108	13 1	9	19 6	20	1 11				
For previous 3 weeks of half year	81,264	18,209	1 3	4,118	10 11	284,135	30	65,887	15 5	6,030	14 6	10,458	5 5				
Total for 4 weeks	115,569	65,478	9 3	6,002	4 2	367,312	10	82,020	2 6	7,601	0 2	13,603	4 4				
COMPARISON.																	
Total for corresponding week of previous year	20,650	17,727	5 12	1,625	0 2	97,962	35	14,407	15 11	1,320	11 8	2,945	14 10				
Per mile of railway, corresponding week of previous year	245	156	8 6	14	7 0	605	0	127	3 7	11	13 3	26	0 8				
Total to corresponding date of previous year	119,890	81,745	7 0 10	7,708	7 2	386,010	24	56,902	2 7	5,216	0 7	12,084	7 9				

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY

Approximate Return of Traffic for week ended 28th January 1871, on 28 miles open.

		Rs. As. P.				Mds. Strs.				Rs. As. P.				£ s d.			
		£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.	£ s d.
Total traffic for the week	9,388	1,354	2 9	175	8 4	10,070	20	341	15 9	34	4 0	169	12 4				
Or per mile of railway	385	48	5 10	4	16 9	381	2	12	3 5	1	4 0	6	1 2				
For previous 17 weeks of half year	100,410	26,947	8 0	1,694	15 0	187,102	23	6,077	13 6	607	15 9	2,302	10 9				
Total for 18 weeks	1,18,798	28,301	10 9	1,870	3 4	197,833	3	6,419	13 3	641	10 9	2,472	3 1				
COMPARISON.																	
Total for corresponding week of previous year	1,911	974	9 9	80	6 9	10,450	32	508	3 0	52	1 9	141	8 6				
Per mile of railway, corresponding week of previous year	175	34	12 11	3	3 10	602	0	20	4 8	1	17 2	5	1 0				
Total to corresponding date of previous year	80,530	14,083	7 6	1,373	9 7	178,077	6	6,211	9 11	590	8 1	1,942	17 8				

commissioner of a division in Bengal, in paragraphs 47 and 48 of his letter No. 128 dated the 3rd of June 1868, to the address of the secretary to this Government, seems to the Lieutenant-Governor to be beyond dispute.

His words are :—

“ Be the *theory* what it may, I cannot believe that, *practically*, a landowner will consent to the same settlement, or a Government officer will succeed in imposing the same settlement, when a rate is to be paid, as he would do if there were none. Certainly, in Bengal, and I presume elsewhere, there is much actual bargaining between the settlement officer and the landowner before the rate is fixed on the land at a settlement. The settlement rules do not of course provide for this; but the process nevertheless goes on *pari passu* with the procedure enjoined by the rules, which it undoubtedly influences. I feel confident that in Bengal the Government will not, in new settlements, get the same revenue when a rate is imposed as it would do if there was no rate; and what does that mean but that in fact the Government in such cases has to pay the rate or a share of it? When a rate is superadded, as it must be superadded in the permanently settled districts, there is not, of course, room for any process of the kind.”

No. 436.

GOVERNMENT OF INDIA.

FINANCIAL DEPARTMENT.

Fort William, the 28th January 1871.

Read again—

Financial resolution No. 1760 dated the 16th March 1870, referring to the Home department for consideration whether the fund for the improvement of Government estates in Bengal should not be abolished, and whether the practice of crediting 3 per cent. of the revenue of all Government estates, and of the temporarily settled lands of Assam, to the “ amalgamated district road fund,” should not cease

Read—

Endorsement from the Home department, No. 587 dated the 18th October 1870, forwarding a letter from the Government of Bengal on the subject, with the remark that there seems to be no reason why the practice in question should not, as proposed by this department, be abolished

RESOLUTION. —The Governor-General in Council observes from the letter of the Government of Bengal that, since February 1869, the 3 per cent. deductions from collections of Government estates and of the revenue of the temporarily settled districts in Assam have been credited, not to the amalgamated district road fund, but to a fund for the improvement of Government estates, which is primarily employed for the benefit of the estates and districts from which the collections are raised, or upon roads in the neighbourhood that are likely to benefit the particular estates or districts which contribute to the funds.

2. His Honor the Lieutenant-Governor urges that this fund should be maintained, on the ground that, as proprietor, the Government is bound to assign a portion of the revenue derived from Government estates, and temporarily settled estates, to local improvement.

3. The Governor-General in Council is of opinion that the principle of crediting to local funds any part of the imperial revenue now in question is unsound, and must cease gradually. In 1871-72 the local fund may be allowed credit for 3 per cent., as at present; but in 1872-73 only 2 per cent. must be taken; in 1873-74, only one per cent.; and thereafter nothing.

R. B. CHAPMAN,

Offg. Secretary to the Government of India.

Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, the 11th February 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

T. H. COWIE, Esq., *Advocate-General,*
THE HON'BLE ASHLEY EDEN,
A. MONEY, Esq., C.B.,
A. R. THOMPSON, Esq.,
V. H. SCHALCH, Esq.,
MOULAY ABDOL LUTEEF KHAN BAHADOOR,

J. F. WYMAN, Esq.,
BAROO JOTEENDRO MOHUN TAGORE,
T. H. WORDIE, Esq.,
AND
BAROO DIGUMBER MITTER.

CALCUTTA MARKETS' BILL.

MR. SCHALCH moved for leave to bring in a Bill for the better regulation of markets in Calcutta. In doing so he said that for a very considerable time back great dissatisfaction had been expressed at the present system for the supply of food, meat, and vegetables for the use of the town. This feeling became so strong some years ago, that a meeting was held in the Town Hall, he thought even before the constitution of the present municipality, on which occasion the subject was brought before the public. At that meeting the inconvenience and evils attending the present condition of the markets were fully brought forward, and appeared to have been enlarged upon. However, that meeting seemed to have gone no further. But the practical result was to bring the matter more prominently before the public. In 1863 the present municipality was constituted, and one of its first acts was to place all the markets in the town under the supervision of the health officer, to whom they assigned an establishment for the purpose. Through the health officer's influence with the owners of the markets considerable improvements were effected in some of the smaller markets, but in the larger markets, especially in the Dhurumtollah market, very little indeed had been done. This might be due, in some measure, to the owner not having any fear of competition before his eyes: still more it seemed to be due to the manner in which the bazar was constructed, which prevented any real reform being effected without, in fact, demolishing the whole building and building it up again on a totally different plan. This of course would involve serious expenditure, and it was not surprising that the owner should have not undertaken it. It seemed, therefore, that but little could be done in that way. When he (Mr. Schalch) was chairman of the municipality, he brought the matter before the justices at a meeting held in January 1866, and a resolution was then passed that a sum of Rs. 1,000 a year be allotted out of the surplus income of past years towards the purchase of a site, and for the construction of a municipal market. This resolution was passed, he believed, by a considerable majority and forwarded to the Government at the time. The sanction of Government to that proposition was subsequently given, and things seemed in good train for the construction of a market. Shortly after this he left the municipality, and the attention of his successor was necessarily so much taken up in the important works of the drainage and water-supply of the town, that the matter was allowed to remain in abeyance. It was afterwards again brought forward, but there seemed to be some considerable opposition to the project, and a desire not to interfere with vested rights, and the matter was not carried out. However, public attention had been directed to the condition of the existing bazars, and many complaints were made on the subject, so much so that the present chairman, Mr. Hogg, again brought the matter before the justices at a very large and influential meeting which was held during the last month. At that meeting a resolution was passed which led to the chairman addressing the Government of Bengal on the subject. The shorter way to explain matters, he thought, would be to read out a portion of that letter, which was dated the 16th January last. The chairman of the justices there said:—

"At the quarterly meeting of the justices held to-day, the expediency of establishing a municipal market, and the measures which should be adopted to effect this object, were very fully discussed, and I now have the honor to submit, for the consideration of the Lieutenant-Governor of Bengal, the opinion and recommendations of the justices on this important subject.

"2. At present there are only two markets where Europeans can obtain supplies from—namely, the Dhurumtollah and the Tiretta. Meat and provisions of superior quality are sold only at Dhurumtollah, and this is the market from whence nearly all the higher classes of Europeans have their table supplied. It is situated at the corner of Chowringhee Road and Dhurumtollah Street, on all sides it is surrounded by houses, and the area devoted to the market is altogether insufficient and inadequate for the requirements of the public. The market, moreover, is most defective in the important point of ventilation, and the stalls and buildings thereon are so low and small as to be altogether unsuited for the sale of provisions. Owing also to the confined space and defective structure of the buildings, it is quite impossible to carry out any proper and efficient conservancy arrangements. The consequence is, that the market presents a most uninviting appearance, and the odours emanating from it are most offensive.

"3. For the reasons above stated, the justices are almost unanimously of opinion that a suitable first-class market is a crying and imperative want, which should be provided for by the corporation. However, as under the existing Municipal Acts, the corporation is not empowered to construct a market, the justices are unable to take any steps in the matter unless the Lieutenant-Governor of Bengal will be pleased, by legislative enactment, to confer on the corporation such powers as shall enable them to do all acts necessary for this purpose.

"4. Should the views of the justices in this matter receive the support and approval of the Lieutenant-Governor of Bengal, the justices trust that His Honor will allow the Act also to embrace provisions enabling the justices to exercise an efficient control over all existing markets, which object might be best secured by empowering the justices to make bye-laws, subject to confirmation by the Lieutenant-Governor, for the regulation of all bazars, and also prohibiting any building or place being used as a public market until the owner shall have obtained a license from the municipality. By this proposal it is not intended that the justices shall be empowered arbitrarily to close any existing market, but simply to enable the corporation to insist on the proprietors of existing markets abiding by the bye-laws which may be passed to regulate the conservancy arrangements of all markets.

"5. As regards the measures necessary to enable the corporation to raise funds for the construction of one more market, the justices suggest that the proposed Bill shall authorize their raising capital by the issue of debentures, or otherwise, on the security of the markets which they may decide on constructing, and on the collateral security of the rates and taxes, it being provided in the Act that all existing debenture-holders shall have the first lien on the rates and taxes now in force."

The letter went on to explain the scheme which was laid before the justices, with which however, he (Mr. Schaleh) need not trouble the Council, and concluded by expressing the hope that the Lieutenant-Governor would lay the matter before the Government and move it for the grant of a loan for the purpose. This letter was forwarded to the Government of India with an expression of the opinion of the Lieutenant-Governor supporting the proposition, and stating that as to the question of the extension of the power of the justices to borrow money, His Honor would be prepared to introduce a Bill into the Bengal Council if the Governor General in Council would grant the loan. These papers were forwarded to him (Mr. Schaleh) with a request that he would lay the matter before the Council.

It would be observed that the justices now made three requests: *first*, to enable them to purchase land for the construction of a municipal market; *secondly*, to raise the necessary sum by the issue of debentures on certain conditions; and *thirdly*, to have greater powers placed in their hands for the regulation of the existing markets. With the permission of the Council he would say a few words on each of these points.

It would almost appear from the previous action of the municipality that they considered that they had full powers under the Act to construct a market. Looking to the Act itself there appeared nothing very explicit on the subject, and although there was nothing in the Act against their constructing a market, as the justices had to come to the Council for power to raise fresh debentures, it would, he thought, be as well for the Council to settle the question definitely. On the question as to whether it was expedient to grant these powers or not, he thought it would rest entirely on the question as to whether the existing markets were fit places for the purpose. If new markets were required, he thought there was no body better suited for the purpose of the establishment of a market than the municipality. As to the state of the existing markets, he would read to the Council extracts of a letter from Dr. Macrae, the then officiating health officer of the municipality. Dr. Macrae was too well known to most of the members of the Council for it to be necessary to make any remarks as to his character, and he (Mr. Schaleh) was sure that what was said by Dr. Macrae would have great weight with the Council—

"I would beg to record my protest against the continuance of the Dhurumtollah bazar in its present condition. Adequate as it may have been for the wants of the European community forty years ago, when their numbers were a tithe of what they are now, it is in every single respect unfit and inadequate for the wants of the present day. It has not one qualification for a market-place. It has no ventilation being surrounded by buildings having only small gates of entrance, through which no current of air can find a passage. As a result, at any hour of the day or night the atmosphere is foul and tainted. It is infinitely too small, the frequenters of it being hustled and crowded while making their purchases. The flooring is in great part earth, never washed, but saturated with drippings from the stalls, which likewise are rarely or ever washed. I will say nothing of many abuses which have come to my knowledge, which, if generally known, would tend to convert the European into a vegetarian. I have striven vainly to correct them, but unless the holders of the bazar are directly subject to the orders of the municipality, these disgusting practices cannot be restrained."

He would ask any member of the Council to spend half an hour in the Dhurumtollah bazar, and he (Mr. Schaleh) was quite sure that any member who did so would be satisfied of the want of ventilation, cleanliness, and arrangement in the market, and the dense crowd which prevailed there. No doubt, when first constructed, the market might have been well suited to the requirements of the town. Since then the European population had largely increased, and such a visit would, he believed, satisfy the most sceptical of the necessity for a new bazar. As he had said before, the construction of a new bazar could best be carried out by the municipality, on the understanding that the expenditure incurred for the purpose should involve no risk to the municipal fund. The justices had expressed a decided opinion on that point. They said in the letter to which he had previously referred—

"Although the justices propose that the rates and taxes should be offered as collateral security for market loans, they have little doubt that the rents derived from a municipal market, when once established, will be fully sufficient to meet, not only the interest on the capital expended, but also to provide a reasonable sinking fund to liquidate the loan raised for the cost of the market."

That was a subject which might be safely left for their consideration and discussion. He thought the justices were fairly entitled to have the power they seek placed in their hands, and in the Bill he asked leave to introduce he proposed granting them that power.

On the second question, as to the issue of debentures, it had been urged that it was unfair to issue debentures on the security of the general funds for works the benefits of which would be derived by Europeans only. He would altogether dispute that point; for not only would Europeans derive benefit from the construction of a municipal market, but also the several mixed classes that were to be found in the city. When properly constructed and properly arranged, the market would be largely resorted to by the Mahomedan community, and the day, he thought, would not be long distant when the Hindoos themselves would go to the market for what they required. It would probably be urged that their religious feelings and prejudices would not allow them to make their purchases there, but he thought that in such matters convenience would predominate over feelings and prejudices. We all know what was said on the construction of railways in this country, and how the more respectable Hindoos would refuse to avail themselves of them on account of the commingling of the different classes. He would ask anybody to visit the railway station at Howrah, and he would find Brahmins in hundreds there cheek by jowl with people of all castes. We were told also in regard to the city water-supply that it was an iniquitous thing to tax the general community for a work which a large portion of the people, the Hindoos, would not use. He had great pleasure in stating that a friend of his, a native of great influence, had told him that he was extremely glad that the water-supply scheme had been completed. He said that it had proved of great benefit to the Hindoo community, and especially to the poorer classes. Another native had told him that the water was used by the Hindoos for every purpose except for the service of their gods, and that even that prejudice would soon cease.

He (Mr. Schaleh) thought that if it had been found that the plea had proved futile in these two cases, we might be quite sure that if a market was constructed and established on a proper system, and if a good article was sold there at a cheap rate, the Hindoos as well as the other classes of the community would resort to it. Besides this, we already had a precedent in what the municipality had done in the case of public necessities, which were formerly in so filthy a state that he would not disgust the Council by attempting to enter into a description of their details. They were taken up by the municipality and organized on an entirely different plan, and this had been done at the very large cost from the general municipal fund of over two lakhs of rupees; but the interest of that cost had been more than reimbursed by the receipts from these improved public necessities. Now, these necessities were constructed, not for the benefit of the whole town, but only for a limited portion of it, and yet it could not be denied that the money had been well and properly spent, though for the immediate benefit of a portion of the community only. The same argument would apply to money spent for the construction of a market even if primarily conducive to the benefit of a portion of the town.

He now came to the consideration of the third question, in which the justices had asked for increased powers for regulating markets. But here he found some difficulty. He found on referring to the existing Acts, that by certain sections of Act VI of 1863 the justices could at present ensure the proper drainage of and supply of water in the existing markets. They could also, under a subsequent section, make bye-laws for the inspection of all markets, the management and conduct of business therein, and for keeping the same in a cleanly and proper state, and for removing filth therefrom. By another section they had power to inspect all articles of food, and if they found any article unfit for human consumption, they could have it confiscated and destroyed; and, further, by a later Act (VI. of 1866) they had power to direct the widening of the passages of bazars. With these powers, which they already possessed, and without any assertion on the part of the justices in what respect these powers were insufficient, he would decline to grant them the larger powers they sought. They wanted that each existing market should have a license, and if the owners did not observe the existing laws and bye-laws, that the license should be withdrawn. This seemed a rather harsh measure, because the existing laws and bye-laws had certain penalties attached to their non-observance; and he thought it was better to increase, if necessary, those penalties, than to attach to them a secondary punishment far greater than what those penalties involved. In the case of the new bazars it would be necessary that the parties proposing to bring them into use should first have a certificate from the health officer and the engineer of the justices to show that the place proposed to be opened as a bazar was properly constructed and suitable for the purpose; because, when a bazar was once established, it was difficult subsequently to make any necessary alterations. He had therefore in the Bill limited the power of the justices to the compulsory grant without fee of licenses to the existing bazars merely for the purpose of having a record of the owners in the justices' books, so that it might be known against whom they could proceed to enforce penalties for breaches of the bye-laws, but without power to revoke or recall such licenses.

There was not, he thought, any other subject to which he need now draw the attention of the Council, and he therefore begged to move for leave to bring in the Bill.

The motion was agreed to.

HOWRAH BRIDGE.

THE HON'BLE ASHLEY EDEN moved for leave to bring in a Bill for the construction of a bridge across the river Hooghly between Howrah and Calcutta. He said that for very many years the question of the connection of the two banks of the river had been under consideration. A number of schemes had been brought forward and considered: it had been discussed whether there should be a permanent bridge, whether it should be a railway bridge connecting the termini of the two railways in a central position in the town, whether it should be a floating road bridge, and so forth, discussions with which he would not trouble the Council. For reasons that had already been published, the Government of India had determined, at all events for the present, that it was not necessary to spend half a million in making a permanent bridge across the river. There seemed to be an objection to expend so large a sum of the imperial revenues for what the Government of India holds to be a local purpose, as under the view taken by that Government a bridge seemed to be required much more for local traffic than the through traffic of the country. It had been argued by the commission appointed to consider the question of constructing a floating bridge, that the local passenger traffic was five times as great as the railway traffic, and therefore the demand for facility of communication across the river was quite as much for local purposes as for the convenience of the country at large. Adopting this view, a floating bridge was, in the opinion of the Supreme Government, all that was required for the present. It was therefore determined at once to construct a floating bridge between Calcutta and Howrah, and a contract had been entered into with Mr. Bradford Leslie, an eminent engineer, for the construction of such a bridge, at a cost not exceeding £150,000, to be completed by the beginning of the year 1873. But as to the merits of the respective schemes, it was not necessary to take up the time of the Council.

What remained to be done, and what the Council was asked to do, was to pass a legislative enactment for the purpose of giving effect to this scheme for a floating bridge, which would remove any legal difficulties that might arise in carrying out the work, and keep the Government free from all liability in regard to accidents arising from the construction of the bridge and the consequent restrictions to navigation and traffic, and also for determining the necessary arrangements for securing the levy of tolls and the re-payment of the Government advance. The proposal now under consideration was that the collection of the tolls should be to some extent entrusted to the East Indian Railway Company, and that they should, on behalf of the Government, levy a certain small increased rate, very slight indeed, on goods and passengers coming to their station, and the bridge would therefore be practically free to all persons between the two stations. Beyond this there would be a certain amount of local traffic on which a small toll would be levied, probably not more than was now paid by passengers for the very much more dangerous and inconvenient means of crossing now available.

The bridge would be constructed with Government capital, and the question would remain for consideration how the affairs of the bridge should eventually be administered. It was proposed at present that the Bill should be drawn so as to meet any one of these three courses: either that the bridge should remain in the hands of Government officers, the Railway Company collecting the dues and tolls of the railway portion of the traffic, in which case there would be very little indeed for any one else to do. The next course was to make over the bridge to the present port fund commissioners; the third course was that the bridge should be made over to a board of trustees, to whom its affairs would be entirely entrusted. It was proposed, as said before, by the Bill to leave this question open to future adjustment. The Bill could be so drawn as to enable the Government to make over the bridge at any time that they were prepared to do so to a board which would collect the tolls and pay back to the Government the money advanced for the construction of the bridge by means of a sinking fund, very much on the principle which had been followed in the case of the Port Improvement Act.

He did not propose to go into the details of the Bill to-day. He hoped in the course of next week to circulate the Bill to members of the Council, and on that occasion he would explain its provisions.

The motion was agreed to.

The Council was adjourned to Saturday, the 18th instant.

Gift of land for a road by Rajah Koomul Kishen Bahadoor and Baboo Anoda Persad Roy.

From LORD H. ULICK BROWNE, Commissioner of the Chittagong Division, to the Secretary to the Government of Bengal, General Department,—(No. 613, dated Chittagong, the 24th January 1871.)

I BEG to bring to the notice of Government the generous and public-spirited conduct of two zemindars of Tipperah, Rajah Koomul Kishen Bahadoor and Baboo Anoda Persad Roy.

2. A road is under construction between Comillah and the sub-division of Brahmunbariah. About seven miles of the road will pass through the estates of the former gentleman, and about nine miles through the estates of the latter.

Rajah Koomul Kishen Bahadoor and Baboo Anoda Persad Roy have given all the land in their estates required for the road free of charge, which will enable us to complete the road much sooner than would have been possible if we had to pay for the sixteen miles of land out of the annual road fund grants.

3. I beg to recommend that a suitable acknowledgment of this generosity be published in the Gazette.

From H. S. BEADON, Esq., Officiating Under-Secretary to the Government of Bengal, to the Commissioner of the Chittagong Division,—(No. 424, dated Fort William, the 13th February 1871.)

I AM directed to acknowledge the receipt of your letter No. 613 dated 24th ultimo, and in reply to request that you will be good enough to convey to Rajah Koomul Kishen Bahadoor and Baboo Anoda Persad Roy the thanks of the Lieutenant-Governor for their generous and public-spirited gift of the land required for the road which is under construction between Comillah and the sub-division of Brahmunbariah.

Statement of Joint Stock Companies Wound up during 1870.

NAMES OF COMPANIES		When wound up.	Amount of nominal capital in Rs.
			Rs.
1.	Luckimpore Tea Plantation Company Limited	29th August 1870	2,00,000
2.	Port Canning Land Investment, Reclamation and Dock Company Limited	19th September 1870	1,20,00,000
3.	Oudh and United Service Bank Limited	5th December 1870	2,00,000
Total			1,24,00,000

CALCUTTA,
The 11th January 1871.

CHUNDER MOHUN CHATTERJEE,
Registrar of Joint Stock Companies, Calcutta.

Statement of Joint Stock Companies Registered during 1870.

NAMES OF COMPANIES		When registered.	Amount of nominal capital in Rs.
			Rs.
1.	Nutwanpore Tea Company Limited	8th January 1870	4,00,000
2.	Furzedpore Loan Office Limited	13th June 1870	15,000
Total			4,15,000

CALCUTTA,
The 11th January 1871.

CHUNDER MOHUN CHATTERJEE,
Registrar of Joint Stock Companies, Calcutta.

Comparative Statement Shewing the Number and Capital of Joint Stock Companies Registered and Wound up during the Years 1857 to 1870.

YEARS.	COMPANIES											
	Registered.		Wound up.		Otherwise defunct.		Transferred to the registrar of N. W. P.		Transferred to the registrar of Punjab.		Remaining on the Calcutta register.	
	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
1857...	2	16,00,000		...		..	...	...		.....	..	...
1858...	9	47,12,500	2	1,20,000		..	...	..		..		...
1859 ..	14	85,11,500	1	6,00,000		..	..	..		..		...
1860 ..	12	59,22,000	3	2,15,000	...	..	..	..		..		...
1861 ..	15	79,92,000	3	4 00,000	...	..	..	..		..		...
1862...	12	62,26,000	4	17 81,000		..	..	..		..		...
1863 ..	55	4,85,30,000	8	72,25,000		..	..	..		..		...
1864 ..	32	1,14 29,000	7	34,05,000	..	..	..	..		..		...
1865...	24	6,38,18,000	11	30,96,500	1	9,00,000		...		..		...
1866 ..	10	11,92,000	20	2,07,20,000	5	9,25,000		..		..		...
1867 ..	11	18,70,000	15	3,66,00,000	...	..		..		..		...
1868...	2	11,20,000	19	72,72,500		..	18	45,63,900	12	35,51,000		...
1869 ..	3	1,17,00,000	8	20,20,000		..		..		.....		...
1870 ..	2	1,15,000	3	1,24,00,000		..	1	60,000	1	2,50,00,000		.....
Total	203	17,69,37,900	104	9,59,08,000	6	11,25,000	19	46,23,900	13	2,85,51,000	61	4,67,30,000

CALCUTTA,
The 11th January 1871.

CHUNDER MOHUN CHATTERJEE,
Registrar of Joint Stock Companies, Calcutta.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 28th January 1871, on 1,279½ miles open.

	COACHING TRAFFIC.							MERCHANDISE AND MINERAL TRAFFIC.							Total Traffic Receipts.			
	Number of passengers.	Coaching receipts						Weight carried.	Receipts.									
		Rs.	As.	P.	£	s.	d.		Mds.	Srs.	Rs.	As.	P.	£		s.	d.	
Total traffic for the week	102,411	170,956	1	11	15,670	19	7	658,513	30	5,10,416	3	0	37,621	9	8	53,292	9	3
Or per mile of railway		133	0	9	12	1	11			320	12	8	29	8	1	41	13	0
For previous 3 weeks of half year	282,767	4,29,720	12	10	39,391	1	5	1,785,662	30	11,13,201	10	0	102,048	10	9	111,440	1	1
Total for 4 weeks	385,178	6,00,676	14	9	53,062	1	0	2,443,676	20	15,23,677	13	0	130,670	9	4	194,792	10	4
COMPARISON.																		
Total for corresponding week of previous year	118,411	2,76,123	1	4	25,338	16	0	752,075	10	3,94,987	14	9	30,207	4	6	61,546	0	6
Per mile of railway, corresponding week of previous year		214	6	6	22	8	1			349	3	10	32	0	3	51	8	4
Total to corresponding date of previous year	539,307	10,92,019	1	6	100,101	15	1	2,988,590	30	17,10,363	1	7	150,783	5	7	250,985	0	

EAST INDIAN RAILWAY—JURBULPORE LINE.

Approximate Return of Traffic for week ended 28th January 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	5,551	21,152 12 0	2,214 0 1	46,115 0	14,806 13 3	1,337 5 10	3,571 5 11
Or per mile of railway		108 4 11	9 18 7		66 6 5	0 1 0	10 0 1
For previous 3 weeks of half year	16,197	52,606 1 3	4,922 5 2	152,306 10	47,091 3 3	4,916 13 10	9,198 19 0
Total for 4 weeks	21,751	76,759 1 5	7,036 5 3	198,451 10	61,898 0 6	5,673 19 8	12,710 4 11
COMPARISON.							
Total for corresponding week of previous year	8,137	30,091 0 0	2,391 19 0	10,330 30	10,846 8 1	964 5 3	3,386 4 3
Per mile of railway, corresponding week of previous year		117 0 2	10 11 6		48 10 3	4 9 2	17 3 8
Total to corresponding date of previous year	31,651	1,12,908 1 1	10,319 18 6	116,677 30	41,679 11 9	4,095 5 5	14,445 3 11

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 28th January 1871, on 156½ miles open.

		Rs.	As.	P.	£	s.	d.	Tons	Srs.	Rs.	As.	P.	£	s.	d.	£	s.	d.
Total traffic for the week	34,393	17,276	5	0	1,583	13	1	83,176	29	17,082	2	7	1,561	5	8	3,144	18	11
Or per mile of railway	216	110	6		10	2	5	531	0	108	11	4	9	19	6	20	1	11
For previous 3 weeks of half year	81,363	48,262	1	5	1,118	10	11	284,135	30	68,887	15	5	6,039	14	6	10,468	5	5
Total for 4 weeks	115,566	66,478	9	3	6,002	1	2	967,312	19	82,920	2	0	7,601	0	2	13,663	4	4
COMPARISON.																		
Total for corresponding week of previous year	26,654	17,727	5	14	1,625	0	2	97,962	31	11,407	15	11	1,320	14	8	2,945	14	10
Per mile of railway, corresponding week of previous year	235	156	8	6	14	7	0	865	0	127	3	7	11	14	8	26	0	3
Total to corresponding date of previous year	119,890	81,745	10	10	7,708	7	2	980,040	24	56,902	2	7	5,210	0	7	12,984	7	9

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 28th January 1871, on 28 miles open.

		Rs. As. P.	£ s d.	Mds. Srs.	Rs. As. P.	£ s d.	£ s d.
Total traffic for the week	9,984	1,354 2 9	145 8 4	10,670 20	311 15 9	34 4 0	169 12 4
Or per mile of railway	385	48 5 10	4 18 9	381 2	12 3 5	1 4 0	6 1 2
For previous 17 weeks of half year	109,410	26,987 8 0	1,691 15 0	187,102 23	6,077 18 6	607 15 9	2,302 10 9
Total for 18 weeks	1,19,794	28,301 10 9	1,830 3 4	197,813 3	6,419 13 3	641 19 9	2,472 3 1
COMPARISON.							
Total for corresponding week of previous year	1,911	971 9 9	80 6 9	16,850 32	568 3 6	52 1 9	141 8 6
Per mile of railway, corresponding week of previous year	175	34 12 11	1 3 10	602 0	20 4 8	1 17 2	5 1 0
Total to corresponding date of previous year	90,590	14,943 7 0	1,373 9 7	178,977 6	6,211 9 11	509 8 1	1,942 17 8

**Meteorological Telegraphic Report for the period 5th to 11th
February 1871.**

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity 84 =100	WIND.		Rain.	Clouds.	Weather initials
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Feb.											
	5th	10	29.937	29.950	72.2	65.1	68	S by W	...	...	...	b
	18		29.803	29.821	79.0	63.4	35	W by S	...	...	C	b
	6th	10	29.941	29.960	73.0	65.5	64	S S E	...	...	...	b
	18		29.841	29.858	82.0	66.5	40	S by E	...	...	...	b
	7th	10	29.946	29.965	73.5	67.5	71	S S W	...	...	...	b
	18		29.810	29.824	81.4	66.6	43	S	...	...	C	b
	8th	10	29.959	29.978	75.5	68.2	54	W	...	...	...	b
	18		29.893	29.907	83.0	67.0	39	S S E	...	...	...	b
	9th	10	29.978	29.997	74.7	66.0	69	S S W	...	...	...	b
	18		29.852	29.870	83.5	68.0	44	W S W	...	...	...	b
	10th	10	29.967	29.980	75.4	68.6	70	S W	...	...	...	b
SAUGOR ISLAND.	18		29.839	29.857	81.4	71.5	45	S W	...	...	...	b
	11th	10	29.995	30.014	75.6	69.2	68	S W	...	...	...	b
	18		29.865	29.883	85.5	69.0	39	W S W	...	...	...	b
	Feb.											
	5th	10	29.953	29.959	74	65	59	N W	12*	...	...	b, m
	18		29.815	29.821	83	64	42	N W	5.8*	...	C	b, m
	6th	10	29.940	29.946	75	71	81	N W	3.6*	...	C	b, m
	18		29.800	29.806	80	72	66	S S E	8.6*	...	...	b, m
	7th	10	29.992	29.998	76	73	87	N W	2.5*	...	C	b, m
	18		29.854	29.860	80	71	62	S	6.9*	...	C S	b, m
	8th	10	29.907	29.913	76	70	72	N W	5.9*	...	...	b, m
	18		29.861	29.867	82	72	59	S	7.7*	...	...	b, m
	9th	10	29.941	29.947	75	69	72	W N W	3.5*	...	...	b, m
CHITTAGONG.	18		29.865	29.871	81	73	60	S S W	9.0*	...	...	b, m
	10th	10	29.974	29.980	74	71	81	S S W	8.0*	...	...	b
	18		29.884	29.890	80	74	74	S S W	10.7*	...	C	b
	11th	10	29.912	29.918	79	76	86	W	8.2*	...	...	b
	18		29.883	29.889	81	75	74	S	8.4*	...	...	b
	Feb.											
	5th	10	29.872	29.898	73	70	85	E S E	4.0*	...	N	b, m
	18		29.725	29.746	79	69	54	W S W	5.3*	...	...	b, m
	6th	10	29.980	29.995	66	66	110	N N E	2.7*	...	...	b, m
	18		29.752	29.864	80	69	54	W	4.0*	...	...	b, m
	7th	10	29.952	29.965	76	67	60	E	1.0*	...	...	b, m
	18		29.773	29.884	80	71	62	S W	5.9*	...	...	b, m
	8th	10	29.969	29.982	76	68	61	N	4.2*	...	...	b, m
	18		29.761	29.871	86	70	41	S W	6.6*	...	...	b, m
	9th	10	29.967	29.980	76	68	61	E S E	4.1*	...	...	b
	18		29.761	29.871	87	69	36	S W	7.7*	...	...	b, m
	10th	10	29.947	29.960	78	71	69	E S E	3.3*	...	...	b, m
	18		29.749	29.860	83	71	52	E	8.1*	...	...	b, m
	11th	10	29.929	29.942	76	69	68	E S E	3.1*	...	...	b, m
	18		29.779	29.891	81	73	66	W S W	5.0*	...	...	b
MADRAS.	Feb.											
	4th	10	30.070	30.079	80	70	58	S by E	6*	...	...	b
	18		29.909	29.919	81	71	50	N N E	1.5*	...	...	b
	5th	10	30.009	30.019	82	72	59	S by E	6*	...	...	b
	18		29.872	29.902	84	75	61	E S E	8*	...	...	b
	6th	10	29.976	29.990	80	71	62	S	7*	...	...	b
	18		29.843	29.873	82	73	63	F S E	7*	...	...	b
	7th	10	29.969	29.999	80	71	62	S by E	4*	...	...	b
	18		29.816	29.870	82	73	63	N by E	9*	...	...	b
	8th	10	29.961	29.991	81	72	62	N by S	4*	...	...	b
	18		29.814	29.874	81	72	63	S E	8*	...	...	b
	9th	10	29.991	30.021	81	70	55	N E	4*	...	...	b
CUTTACK.	18		29.862	29.902	81	73	63	N E	7*	...	...	b
	10th	10	29.972	29.992	84	75	63	N E by E	7*	...	...	b
	18		29.862	29.890	83	70	60	N by E	10*	...	...	b
	Feb.											
	4th	10	29.914	29.927	76	66	56	N W	...	...	...	Fair.
	18		29.786	29.809	81	62	25	W N W	...	...	...	Fair.
	5th	10	29.904	29.928	74	61	43	W	...	...	...	Fair.
	18		29.732	29.814	83	64	30	N W	...	...	...	Fair.
	6th	10	29.909	29.933	74	64	63	N N W	...	...	...	Fair.
	18		29.759	29.842	81	65	34	N N W	...	...	...	Fair.
	7th	10	29.907	29.931	74	70	81	N W	...	...	...	Fair.
	18		29.776	29.858	81	67	39	N N E	...	...	...	Fair.
	8th	10	29.904	29.928	75	64	63	W S W	...	...	...	Fair.
	18		29.786	29.808	83	66	36	E N E	...	...	...	Fair.
	9th	10	29.929	29.953	74	68	72	W N W	...	...	...	Fair.
	18		29.789	29.872	82	67	42	E N E	...	...	...	Fair.
	10th	10	29.909	29.933	74	68	72	S S E	...	...	...	Fair.
	18		29.789	29.871	83	68	42	E N E	...	...	...	Fair.
ARUN.	Feb.											
	5th	10	29.957	29.974	70	67	84	E N E	1	...	K	m
	18		29.830	29.854	77	70	73	W S W	1	...	...	b
	6th	10	29.955	29.971	71	68	85	E N E	1	...	...	b
	18		29.826	29.841	78	69	61	N W	2	...	...	b
	7th	10	29.949	29.965	74	64	72	E	1	...	...	b
	18		29.831	29.848	81	72	62	W N W	2	...	...	b
	8th	10	29.932	29.948	72	67	75	E	1	...	...	b
	18		29.815	29.830	83	71	55	W	2	...	...	b
	9th	10	29.964	29.980	75	67	63	E	2	...	...	b
	18		29.855	29.870	84	73	64	W	1	...	K	b
	10th	10	29.982	29.998	79	69	85	E N E	1	...	...	b
	18		29.865	29.880	82	69	75	W	1	...	...	b
	11th	10	29.926	29.941	71	66	75	N E	1	...	...	b
	18		29.863	29.879	70	70	61	N W	1	...	...	b

* Velocity of wind in miles per hour.

CALCUTTA,
The 11th February 1871.

HENRY F. BLANFORD.
Meteorological Reporter to the Government of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISION.	Stations.	Rainfall from 1st to 25th Jan. 1871.	Rainfall from 26th Jan. to 31st Feb. 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	Nil	Nil	Nil	5th Feb.	
	False Point ...	ditto	ditto	ditto	ditto	
	Jagpur ...	ditto	Not received	ditto	23rd Jan. 1871.	
	Kendrapar ...	ditto	ditto	ditto	ditto.	
	Jugutsingpur ...	ditto	ditto	ditto	ditto.	
	Balasore ...	Not received	ditto	ditto	ditto.	
	Bhadrach ...	Nil	Nil	Nil	5th Feb. 1871	
	Pooree ...	Not received	Not received	ditto	15th Jan. 1871.	
	Khoordah ...	Nil	Nil	ditto	5th Feb. 1871	
	H. J. M. Chaugah ...	Not received	Not received	ditto	15th Jan. 1871.	
CHOTA NAGPORE.	Burhee ...	Nil	Nil	ditto	5th Feb. 1871	
	Pachamba ...	Not received	Not received	0.01	22nd Jan. 1871	
	Ranchee ...	Nil	Nil	Nil	20th Jan. 1871	
	Palanow ...	ditto	Not received	ditto	5th Feb. 1871	Not received 1st January.
	Parul ...	ditto	Nil	ditto	20th Jan. 1871	
	Gundupore ...	Not received	Not received	ditto	5th Feb. 1871	
	Chivenassa ...	Nil	Nil	Nil	5th Feb. 1871.	
	Patna ...	ditto	ditto	0.05	ditto.	
	Behar ...	ditto	ditto	Nil	ditto.	
	Barh ...	ditto	Not received	0.80	20th Jan. 1871	
PATNA.	Dumra ...	ditto	Nil	Nil	5th Feb. 1871	
	Gya ...	Not received	Not received	ditto	15th Jan. 1871	
	Sherghatty ...	Nil	ditto	ditto	20th Jan. 1871	Not received 1st to 15th Jan.
	Nowdah ...	ditto	Nil	ditto	5th Feb. 1871.	
	Arungabad ...	Not received	Not received	ditto	22nd Jan. 1871	
	Channarayn ...	Nil	Nil	ditto	5th Feb. 1871.	
	Chunah ...	ditto	ditto	ditto	ditto.	
	Sowah ...	ditto	Not received	ditto	23rd Jan. 1871.	
	Mozuffernore ...	ditto	ditto	ditto	ditto.	
	Dumblangah ...	ditto	ditto	0.05	ditto.	
BHAGPUR.	Sertumaree ...	ditto	Nil	Nil	5th Feb. 1871	Not received 16th to 22nd Jan
	Tajpore ...	Not received	Not received	0.01	22nd Jan. 1871	
	Arrah ...	ditto	Nil	Nil	5th Feb. 1871	Not received 23rd to 29th Jan.
	Puxor ...	Nil	ditto	ditto	ditto.	
	Sasaram ...	Not received	Not received	...	...
	Dhubhoah ...	ditto	ditto	Nil	20th Jan. 1871	
	Benares ...	Nil	ditto	ditto	5th Feb. 1871	
	Banazulpore ...	ditto	Nil	ditto	ditto	
	Mudliapoorah ...	ditto	ditto	ditto	ditto	
	Banka ...	Not received	Not received	ditto	8th Jan. 1871	
RAJSHAHY.	Mazghyr ...	Nil	Nil	ditto	5th Feb. 1871	
	Jumone ...	Not received	Not received	ditto	15th Jan. 1871	Not received 1st to 8th Jan.
	Begowah ...	Nil	ditto	ditto	20th Jan. 1871	
	Doughut ...	Not received	Nil	ditto	5th Feb. 1871	Not received 23rd to 29th Jan.
	Purneah ...	Nil	ditto	ditto	ditto.	
	Ramone Beaulah ...	ditto	ditto	ditto	ditto.	
	Nattote ...	ditto	ditto	ditto	ditto.	
	Bograh ...	ditto	ditto	ditto	ditto.	
	Dumgapore ...	ditto	ditto	ditto	ditto.	
	Mahin ...	ditto	ditto	ditto	ditto.	
BUDWAN.	Behampore ...	ditto	ditto	ditto	ditto.	
	Jungpore ...	ditto	ditto	ditto	ditto.	
	Lilbigh ...	ditto	ditto	ditto	ditto.	From 16th Jan.
	Pobra ...	ditto	ditto	ditto	ditto.	
	Coomerally ...	ditto	Not received	ditto	20th Jan. 1871	
	Serangunge ...	Not received	ditto	Nil	20th Jan. 1871	
	Rangpore ...	ditto	ditto	ditto	20th Jan. 1871	
	Blowmango ...	Nil	ditto	0.01	5th Feb. 1871	From 22nd Jan.
	Talawa ...	ditto	Nil	ditto	ditto	
	Burawan ...	ditto	ditto	ditto	ditto	
PRESIDENCY.	Cutwa ...	ditto	ditto	ditto	ditto.	Not received 9th to 15th Jan.
	Culna ...	ditto	ditto	ditto	ditto.	
	Boul-Boul ...	ditto	ditto	ditto	ditto.	
	Benecah ...	ditto	ditto	ditto	ditto.	
	Rangoon ...	ditto	ditto	ditto	ditto.	
	Sootie ...	ditto	Not received	ditto	20th Jan. 1871	
	Hoozly ...	ditto	Nil	ditto	20th Jan. 1871	
	Hoozly ...	ditto	ditto	ditto	ditto.	
	Mauzore ...	ditto	ditto	ditto	ditto.	
	Cont ...	Not received	Not received	ditto	15th Jan. 1871	Not received 1st Jan.
PRESIDENCY.	Garbetta ...	ditto	ditto	ditto	8th Jan. 1871	
	Tunlook ...	ditto	ditto	ditto	15th Jan. 1871	
	Krishnagaur ...	Nil	Nil	ditto	5th Feb. 1871	Ditto.
	Boneong ...	ditto	ditto	ditto	ditto.	
	Boneong ...	ditto	ditto	ditto	ditto.	
	Arh ...	Not received	Not received	ditto	15th Jan. 1871.	
	Chorungah ...	Nil	ditto	ditto	20th Jan. 1871.	
	Koojtem ...	ditto	Nil	ditto	5th Feb. 1871	
	Jessur ...	ditto	ditto	ditto	ditto.	
	Saugon Island ...	ditto	ditto	ditto	ditto.	
PRESIDENCY.	Calcutta ...	ditto	ditto	ditto	ditto.	
	Alipore { Jail ...	ditto	ditto	ditto	ditto.	
	Alipore { Dispensary ...	ditto	ditto	ditto	ditto.	
	Barrackpore ...	ditto	ditto	ditto	ditto.	
	Dum Dum ...	ditto	ditto	ditto	ditto.	
	Batas ...	ditto	ditto	ditto	ditto.	
	Satkh ...	ditto	ditto	ditto	ditto.	
	Bas ...	ditto	ditto	ditto	ditto.	
	Bur ...	ditto	ditto	ditto	ditto.	
	Bur ...	ditto	ditto	ditto	ditto.	

DIVISION.	Stations.	Rainfall from 23rd to 29th Jan. 1871.	Rainfall from 3rd Jan. to 5th Feb. 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
DACCA.	Dacca { Telegraph Office ...	Not received	Not received	Nil	15th Jan. 1871.	
	{ Jail ...	Nil	Nil	ditto	5th Feb. 1871.	
	Burrisaul ...	ditto	ditto	ditto	ditto.	
	Dowlat Khan ...	ditto	ditto	ditto	ditto.	
	Perazepore ...	ditto	ditto	ditto	ditto.	
	Madanipore ...	ditto	ditto	ditto	ditto.	
	Furzedpore ...	ditto	ditto	ditto	ditto.	
	Mymensing ...	Not received	Not received	ditto	22nd Jan. 1871	
	Jamalpore ...	ditto	ditto	ditto	ditto.	
	Atteah ...	ditto	ditto	Nil	29th Jan. 1871.	
CHITTAGONG.	Kishorgunge ...	Nil	ditto	Nil	5th Feb. 1871.	
	Sylhet ...	ditto	Nil	ditto	5th Feb. 1871.	
	Cachar ...	ditto	Not received	ditto	29th Jan. 1871.	
	Chittagong { Telegraph Office ...	Nil	Nil	ditto	5th Feb. 1871	
	{ Jail ...	ditto	ditto	ditto	ditto	
	Cox's Bazar ...	Not received	Not received	ditto	15th Jan. 1871.	
	Rangamata Hill ...	Nil	Nil	ditto	5th Feb. 1871	
	Noakhally ...	ditto	Not received	ditto	29th Jan. 1871	Not received 2nd to 8th Jan.
	Tipperah ...	ditto	Nil	ditto	5th Feb. 1871.	
	Brahmanbariah ...	ditto	Not received	ditto	29th Jan. 1871.	
COCKS BAZAR.	Akyab ...	ditto	Nil	ditto	5th Feb. 1871	
	Buxa ...	ditto	ditto	ditto	ditto.	
	Gowalparah ...	ditto	Not received	ditto	29th Jan. 1871	
	Dhobroo ...	Not received	ditto	ditto	29th Jan. 1871.	
	Tooia (Garo Hills) ...	Nil	ditto	Nil	15th Jan. 1871.	
	Darjeeling { Telegraph Office ...	Not received	ditto	ditto	15th Jan. 1871.	
	{ Jail ...	ditto	ditto	..	..
	Itanngbee ...	ditto	ditto	..	..
	Terai ...	ditto	ditto	Nil	5th Feb. 1871.	Not recorded.
	Falacottah ...	Nil	Nil	Nil	29th Jan. 1871.	
ARUN.	Jalpagomia ...	ditto	ditto	ditto	ditto.	
	Boda ...	ditto	Not received	ditto	29th Jan. 1871.	
	Tezporo ...	ditto	ditto	ditto	ditto.	
	Nowgong ...	Not received	ditto	ditto	8th Jan. 1871	
	Burpettah ...	Nil	ditto	ditto	29th Jan. 1871.	
	Gowhattv ...	Not received	ditto	ditto	22nd Jan. 1871	Not received 1st Jan.
	Seebauzoor ...	0 20	ditto	0 25	29th Jan. 1871	
	Colagbat ...	Not received	ditto	Nil	22nd Jan. 1871	
	Nazeerah ...	ditto	ditto	0 04	ditto.	
	Debrooghur ...	0 77	ditto	0 77	29th Jan. 1871	
	Suddya ...	Not received	ditto	0 24	22nd Jan. 1871	
	Shillong ...	Nil	ditto	Nil	29th Jan. 1871	
	Jowai ...	ditto	ditto	ditto	ditto.	
	Samooogoodting ...	Not received	ditto	ditto	22nd Jan. 1871.	

CALCUTTA,
The 11th February 1871.

HENRY F. BLANFORD.
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 1st to 7th February 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.		
		Inches.		°	°	°	°	°			in.	Miles.	In.	
Feb ..	1st	30.028	81.8	64.9	138.0	71.4	64.8	59.5	0.68	W & W N W	...	78.7	...	Clear. Foggy from 3 to 8 A.M., and 8 to 10 P.M.
	2nd	29.952	83.2	63.5	138.0	71.2	63.5	57.3	63	W, W S W & S W	...	89.3	...	Clear and bri. Slightly foggy at 6 & 7 A.M.
	3rd	.006	83.5	68.8	138.0	73.9	67.6	63.2	.71	S S W & W	...	112.3	...	Strat. bri. and clear. Slightly foggy from 1 to 5 A.M. and 8 to 11 P.M.
	4th	.000	80.5	63.0	137.2	71.3	61.8	64.2	.57	W S W & W by S	.	119.0	...	Clear. Foggy at 8 & 9 P.M.
	5th	.868	80.5	62.3	136.5	70.6	62.8	56.0	.63	S by W & W by S	.	89.7	...	Clear and bri.
	6th	.894	82.5	62.0	137.8	71.8	64.1	57.9	.63	S S E & S by E	.	81.0	.	Clear.
	7th	.003	81.4	64.5	134.7	72.5	65.0	60.8	.68	S & S S E	...	76.6	..	Chiefly clear Foggy from 6 to 8 A.M.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is $1\frac{1}{2}$ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	23.9
The max. temperature during the past seven days	...	83.5
The max. temperature during the corresponding period of the past year	...	86.8
The mean humidity during the past seven days	...	0.65
The mean humidity during the corresponding period of the past year	...	0.66
Inches.		
The total fall of rain from 1st to 7th	... { by lower rain gauge	Nil
	... { by anemometer gauge	Nil
Ditto ditto, average of 17 previous years	...	0.15
Ditto between the 1st January and the 7th February	...	Nil
Ditto ditto ditto, average of 17 years	...	0.61

GOPKENDATH SEN,
In charge of the Observatory.

The 10th February 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, FEBRUARY 22, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

Report on the Moonsheegunge Baronee Fair.

From F. B. SIMSON, Esq., Commissioner of Dacca, to the Secretary to the Government of Bengal,—(No. 21, dated Dacca, the 27th January 1871.)

I HAVE the honor to submit herewith copy of a letter, No. 34 of 10th instant, from the magistrate of Dacca, and also copy of a report on the Moonsheegunge Baronee fair, held about the close of 1870, from the assistant magistrate of Moonsheegunge.

2. I visited the fair in company with Colonel Haughton, commissioner of Cooch Behar, who was much surprised at its extent, and the immense trade developed in connection with it, amounting to a transfer of Rs. 20,00,000.

3. All this part of Bengal has this year been exceptionally healthy at present, as far as is known. This is entirely owing to Providence, for the places with worst reputation, and which have been least cared for, have been as healthy as those in which much money has been spent in interference.

4. The year has been altogether exceptional both in Dacca and in Calcutta, in the country and in towns, and also in fairs; and the fact cannot be attributable to any human agency, nor can true deductions be drawn as to results in limited areas, when those results have been so universally similar throughout the country. There was a higher inundation last year than usual: possibly this may have carried off much impurity generally.

From D. R. LYALL, Esq., Officiating Magistrate of Dacca, to the Commissioner of Dacca,—(No. 34, dated Dacca, the 10th January 1871.)

I HAVE the honor to submit herewith copy of a letter, No. 228 dated 31st ultimo, from the assistant magistrate of Moonsheegunge, reporting on the Kartic Baronee fair, with an abstract of the accounts of the fair.

2. I have to thank Mr. Page for his very successful management of the whole fair, as also Mr. Weatherall, the district superintendent of police.

3. I was able to be present myself only twice this year during the fair, owing to the requirements of Act VI. (Village Chowkedaree Act), but all I saw was most satisfactory, and the sanitary commissioner made no objection.

4. I am taking measures for realizing the remainder of the sums due.

5. I beg to draw your attention to the item of native doctor's pay, Rs. 47. It appears to me hard to charge this to the zemindars, as these are paid servants of Government, merely deputed to the fair. Even in the case of dispensaries Government pays the doctor's salary. It is, however, the order of Government, and I have accordingly charged it.

From W. H. PAGE, Esq., Assistant Magistrate of Moonsheegunge, to the Magistrate of Dacca,—(No. 228, dated Moonsheegunge, the 31st December 1870.)

I HAVE the honor, in accordance with your letter No. 1918 of 29th October 1870, to submit the following report on the Kartic Baronee fair, held on the chur near Moonsheegunge during the months of November and December.

2. The fair commenced as usual with the bathing festival, which took place this year on the 8th November, corresponding with the Bengali *purnima* (full moon) of 23rd Kartic 1277. The number of bathers was estimated at about 1,500 persons, chiefly women and Brahmins, being a little less than last year, when it is supposed that these were about two thousand.

3. The first arrivals were on Thursday, the 3rd November, a few people coming with mats and wood from the Soonderbuns and the district of Backergunge. These you saw on your visit on the 6th. On the 7th a few petty shop-keepers came, and on the 8th the bank was crowded with the bathers, who went away that day and the next, making room for the buyers and sellers. The 9th and 10th were occupied in the erection of the shops, and from the 11th to the 18th the shop-keepers arrived in great numbers. By the 18th the fair was about full, and business commenced briskly.

4. It would be superfluous to give any detailed account of the nature of the fair, that having been done some years back by Mr. A. L. Clay, and last year by Dr. D. B. Smith. It differed but little from previous descriptions, and that little principally in situation. The fair being earlier than usual by about a week, and the floods high and unusually prolonged, the space available on the chur was much narrower than usual. The people wished to meet this difficulty by narrowing the road between the shops, but I thought it better to insist on a good wide road of about forty feet, the effect of which was to send the fair westward, so far that the police outpost at the end was close to Rikabi Bazar.

5. The reason for this was the strict rule of a good broad street, to ensure ventilation, insisted on by Dr. Smith, whose recommendations, as made in his letter to the magistrate of Dacca last year, I endeavoured as much as possible to follow.

6. A large staff of police (the detailed list of which I append) was furnished by the district superintendent, who was present during the whole time of the erection of the shops, and paid subsequent visits also. I have to express my great obligations to him for valuable assistance in maintaining the conservancy arrangements during the fair.

7. The police under the command of sub-inspector Prayag Dutt Tewari behaved on the whole well, and I had occasion to report one or two cases specially to the district superintendent. About seventy-three persons were punished under section 290, Indian Penal Code, for disregarding the conservancy rules, with fines varying from one to four annas. As compared with last year, the number of complaints of theft was extremely small.

8. The number of shops was about 600; the number of people, including visitors, about 80,000; and the merchandise sold, about Rs. 20,00,000. A detailed list of the principal articles sold, with their values, is given herewith (list).

9. Copies of the paper (A) of "information and rules for the people" were posted about in conspicuous parts of the fair, and their purport made known by beat of drum.

10. I may observe that I did what I could to assure the agents of the zemindars and the principal shop-keepers that the object of these rules was not to annoy them in any way, but to do the best possible to avoid any outbreak of disease. I succeeded to a certain extent in making them believe this.

11. There was a report before the fair, that in consequence of the strict measures enforced last year with regard to conservancy, there would be no gathering at all this year. The mela was however very little, if at all, smaller than last year, and the best proof that the shop-keepers were not inconvenienced is, that it lasted from the 8th November, the bathing festival, until the 22nd December. I cannot find that it has ever continued longer than this.

12. One important concession was made this year with your permission, after a petition by some shop-keepers of Dacca, returned herewith, viz. that they should be permitted to erect privies of their own instead of being compelled to use the trenches. A place was assigned about 150 yards to the rear of the fair, in which they were allowed to erect movable sheds, open to inspection by myself and the police, and kept clean by their own sweepers at their own expense. This is not strictly in accordance with Dr. Smith's rules of last year, but on visiting the place this year, offered no objection to the alteration.

13. Another point in which it was impossible to carry out Dr. Smith's wishes, was his recommendation that no prostitutes should be allowed to come to the fair, except provided with clean bills of health. I did not see any way to effect this, nor was any practicable suggestion made by yourself or the civil surgeon. There were in all fifty-one of these women, who apparently did a fine trade, as the rent paid by them during the fair for their miserable mat cabins varied from four to ten rupees.

14. The sanitary commissioner noticed last year the great nuisance occasioned by masses of floating weed decaying on the river bank. This year this was in a great measure prevented by a couple of standing mat fences, which turned most of the weed into the middle of the stream. This useful arrangement was suggested by Mr. Weatherall.

15. The amount of sickness this year was smaller than has ever been known. Two persons died during the fair, one about seventy years old, of dysentery of twelve years' standing, and the other (an old woman of a similar age) from injuries sustained by a fall. There were one or two cases of fever, and one other of dysentery. The last was sent to the Mitford Hospital at the end of the fair. Not a single case of cholera occurred. This fact, together with the experience of last year, furnishes strong proof that it is not in these fairs that cholera originates, but that the disease may generally be traced to the places whence the sick come.

16. I enclose an account of money received and disbursed. It is larger than last year—the reason of this being, first, that the staff of mehters at first employed was found insufficient, and was consequently doubled; and secondly, that through the delay of the zemindars in putting up the thannah and hospital accommodation, the police and native doctors were compelled for some days to live in boats. The hospital bills are sent in original herewith.

17. I return the printed papers forwarded with your letter, and append a rough sketch of the fair.

Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, the 18th February 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

T. H. COWIE, Esq., *Advocate-General,*
THE HON'BLE ASHLEY EDEN,
A. R. THOMPSON, Esq.,
V. H. SCHALCH, Esq.,
MOULVY ABDOL LUTEEF KHAN BAHADOOR,

T. M. ROBINSON, Esq.,
BABOO JOTEENDRO MOHUN TAGORE,
T. H. WORDIE, Esq.,
AND
BABOO DIGUMBER MITTER.

CENSUS OF BENGAL.

THE Advocate-General said, although the motion in his name stood second on the list, he would take leave to move it first, as he had but a few observations to address to the Council on the subject. The motion was for leave to bring in a Bill to enable the Lieutenant-Governor to take a census of Bengal. With reference to the title of the Bill, as a Bill to enable the Lieutenant-Governor to take a census of Bengal, he would observe that, in his opinion (and he thought it stood to reason that it must be so), the taking of a census was essentially an administrative act, and the only necessity for legislation was to enable the administrative Government to carry out such details as might be thought necessary for effecting the object proposed. He thought it unnecessary on the present occasion to urge on the Council observations regarding the extreme desirability, if not the necessity, of obtaining accurate and complete information of the number and distribution of the present population of Bengal. He would confine himself on the present occasion to indicating very briefly what were the leading principles of the measure which it was proposed to introduce.

The three matters of principle which were involved in the measure, and which he would briefly describe, were these: The first was that, with a view to uniformity of system in the different districts, the general superintendence and carrying out of the census should be committed to the registrar-general. With regard to that, as also with regard to the other main principles involved in the Bill, communications had been received from most of the commissioners, collectors, and officiating collectors throughout Lower Bengal; and he should only now say that the general result of these communications, subject in various instances to criticisms of particular portions of the proposed measure, was in favor of the suggestion that the general superintendence of the census should be placed in the hands of the registrar-general.

Then the next point involving a question of principle was this, that the immediate and practical carrying out of the enumeration should be placed in the hands of the collectors of district, and not in the hands of magistrates. The Bill would propose that power should be given to the collector to appoint the necessary enumerators for his district, and he would of course have a general supervision over these enumerators; and it would be the duty of the collector to see that the enumerators carried out the objects of the Bill by collecting information from the population individually, according to certain specified forms which would be issued from the registrar-general's office, and with the sanction of the Government.

The third and only remaining question of principle which he thought it necessary to bring before the Council upon this occasion was that it was also proposed that the duty, which otherwise would be vested in the collector, of appointing enumerators and seeing by way of supervision that these enumerators performed their duties, might be delegated by the collector to the proprietors of estates, that is, to the zemindars who paid revenue directly to the Government; and it was also proposed that it should be compulsory on the zemindars in such cases to undertake and perform the duty of appointing enumerators and supervising the carrying out by them of the objects of the Act.

These were severally matters of importance (to say nothing of matters of detail for the present) which he thought would require much consideration, and in regard to which, after he had obtained leave to bring in the Bill, and when he would move the first reading, it was his intention to comment and enlarge somewhat more. Should he obtain leave to move the first reading of the Bill, it would be introduced in a shape in some not unimportant respects different from the rough draft which he had before him. At present he did not think it necessary to say more than to indicate what appeared to be the general principles of the Bill as regards the authorities, or rather various authorities, to whom was to be entrusted the duty of effectually carrying out the object desired, namely, of taking a census of the population.

The motion was agreed to.

SURVEY OF STEAM VESSELS.

MR. RIVERS THOMPSON moved for leave to bring in a Bill to increase the fees for the survey of steam vessels. He said that the Acts relating to the survey of steam vessels in the provinces subject to the jurisdiction of the Lieutenant-Governor of Bengal were Acts V. of

1862 and I. of 1868 of this Council. Provision is made for the remuneration of the surveyors appointed by means of fees as given in the schedule annexed to Act V. of 1862; and by section 10 of the said Act it is enacted that, for every survey of a steam vessel, the owner or master should pay a fee calculated on the tonnage of the vessel according to the rates in schedule B.

The procedure had always been to depute two surveyors to perform the survey; one for the survey of the hull, and the second for the survey of the machinery of the steamer; and, up to a very recent date, the practice had been to pay a separate fee to each of the surveyors so employed. The question, however, arose recently whether, under the strict terms of the law, such a practice was legal; and on a reference to the learned gentleman who officiated for the Advocate-General, it was held that the plain interpretation of section 10 of the Act was, that one fee should be paid for every survey to both the surveyors. Mr. Graham went on to say that what was required to be paid for was the survey itself, and it was immaterial whether the survey was made by one person or not. It had been represented that, under this interpretation of the law, the remuneration provided for the payment of surveyors was totally inadequate for the arduous and responsible duties they had to perform; and a representation was made by the marine authorities for an amendment of the law, so as to provide for a separate fee for each of the surveyors. He (Mr. Thompson) thought it could not be doubted that it was the intention of the framers of the Act that there should be a separate fee for each surveyor. And until attention was drawn to the precise wording of the law, the practice had always been to pay a separate fee for each surveyor. It was also shown that in almost every case it was necessary that two surveyors should be deputed, and the division of the fee was insufficient to give an adequate remuneration for the work done. He would add that the fee levied for the survey of a steam vessel in India was less than the fee levied at home under the merchant shipping Act; and in the enclosure to the report made by the master attendant on the subject, the opinion was expressed by four or five mercantile houses having shipping interests in this port that a division of the fee would be inadequate for the performance of the duty. To remedy this defect he would, with the permission of the Council, move for leave to bring in a short Bill to provide that a separate fee should be paid to each surveyor employed in the survey of a steam vessel.

The motion was agreed to.

REGULATION OF MARKETS IN CALCUTTA.

MR. SCHÄLCH moved that the Bill for the better regulation of markets in Calcutta be read in Council. He said that at the last meeting of the Council he had stated rather fully the circumstances under which it was proposed to introduce this Bill, and the principles on which it was intended to frame it. He need not, therefore, take up the time of the council on the present occasion further than by making a brief statement of the details of the Bill before the Council.

The first portion of the Bill (sections 1 to 4) required that, in the case of any place not used as a market, if it was the intention of the proprietor to bring it into such use, he should take out a license from the Justices. The granting of the license would be compulsory on the Justices, provided a certificate was granted by the health officer and the engineer of the Justices that the place was suitable and fit for the purpose for which it was proposed to be used, and the license would be granted without any fee.

The second part of the Bill proposed that, with a view to enable the Justices to know the parties who were to be held responsible for the conservancy and cleanliness of a market, the name of the owner should be registered, and that all transfers of ownership should also be registered similarly without payment of any fee.

Lastly, the concluding sections of the Bill provided that the Justices shall be empowered to purchase land for the construction thereon of municipal markets. It provided that the cost that may be incurred for that purpose may be provided for by loans to be raised by the issue of debentures on the security of the tolls and dues levied therein; and collaterally on the security of the general fund, reserving however the right of the existing debenture-holders to have the first lien on the general fund. And it also provided for the mode in which the Justices were to recover the tolls and dues they may impose on the persons who may sell in their markets.

BABOO JOTENDRO MOHUN TAGORE said that he wished to make a few observations on this Bill. He considered that conservancy and sanitation were the two principal things which came within the province of a municipality, and, as far as these were concerned, he thought the law gave sufficient power to the municipality to enforce proper conservancy arrangements in and an effective supervision and control over existing markets in Calcutta. He held that it was no part of the functions of the municipality to embark in speculations of any kind whatever, or to establish markets of their own. Now, the Bill proposed, not only to give the Justices power to construct a market, but also to authorize them to raise funds for that purpose on the collateral security of the general rates and taxes. It was an admitted fact, as the letter of the Chairman of the Justices would show, that the proposed market was intended specially for the benefit and convenience of the better classes of the Europeans. He submitted that it was exceedingly unfair and unjust to pledge the credit of the general rate-payers for the benefit of a small section of the community, and thus to render these rate-payers liable to additional taxation in case the speculation should prove unsuccessful.

On a former occasion the hon'ble mover of the Bill cited as a precedent that public necessities were constructed out of the general funds, but that they were used by only a section of the lower orders of the people. He (Baboo Joteendro Mohun Tagore) begged to state that there was no analogy between the construction of public necessities and a public market. Public necessities have been constructed, not so much for the benefit of a particular class of the community, but for the improvement of the sanitation and cleanliness of those parts of the town in which they were situated; and being scattered over different localities, they added in no small degree to the general sanitation of the town. This, however, could not be said with regard to the proposed market. Then again, it was said that the time might come when the Hindoos would, equally with the Europeans, resort to the new market. On such speculative grounds he thought that a cathedral might be built out of the municipal funds on the plea that the so-called heathen denizens of Calcutta might hereafter be evangelized by the labors of the Christian missionaries; or an opera house might be started on the pretext that native ears might hereafter be trained to appreciate the sweets of Italian music. In fact, if this principle were admitted, the municipality would be justified to undertake anything and everything to suit the tastes of any particular section of the community. He therefore begged to suggest that the select committee be instructed to take these matters into their consideration, and to remedy the injustice to which he had referred.

MOULVY ABDOL LUTKEE said that he had only one remark to make with reference to the provisions of section 4 of the Bill, which provided penalties on parties who sold fruits or other articles in places not licensed as markets. In his opinion this section would bear hardly on fruiterers who had not shops in regular markets; and he thought that the select committee should see that shop-keepers should not be inconvenienced or harassed by any such provision remaining in the Bill.

MR. SCHALCH said that, with regard to the observations that had been made by the hon'ble member opposite (Baboo Joteendro Mohun Tagore), he wished to make a few remarks. He thought that the Council would agree with him, taking the European view of the case, that it quite fell within the province of the Justices to construct a market. It seemed to be argued that because there were different communities in Calcutta who had not the same wants and requirements as to articles of food, therefore the municipality should not be empowered to construct a market. He did not think that that held good, because it struck him that all portions of the community do want certain articles of consumption, though some may not require meat, others may not require fish, and so on. He thought that, whether they were Mahomedans, Hindoos, or Europeans, there were articles which they required, and which they would procure at the proposed market. He thought that a market, well constructed, well ventilated, and well regulated, would be found as useful to one class as to another. It has been urged that the market would be solely beneficial to one section of the community, and the cost of constructing such a market should therefore be borne by that community; and that if this principle was not observed, the municipal fund might be appropriated for the construction of a cathedral. But the cases were not analogous, as in the one all classes of the community might avail themselves of the benefit afforded by a market, whereas in the other, the building would be restricted to the use of one religious community. This latter was the view taken by the municipality with regard to the burning ghât. It was there held that the ghât, being for the benefit of one portion of the community, should be carried out at the expense of that community, and that principle was extended to every other religious community in the town. For very shortly after the question of the burning ghât had been discussed, the cemeteries existing in the town were closed, and the communities who used them were required at their own expense to provide themselves with burial grounds outside the town. This was done in the case of the Armenians and Greeks. The Armenians provided themselves with a new cemetery; and in the case of the Greeks, they were assisted only so far that land was taken up by the Justices as for a public purpose, but the whole expense was borne by the Greek community.

With regard to what had been last said, as to section 4 of the Bill being harassing on a certain class, he would explain that by the provision referred to it was intended that, if a place be hereafter used as a market without the owner having taken out a license, any person selling in such market would be punishable, provision being made that the clause should not affect itinerant vendors of fish, fruit, or vegetables.

THE ADVOCATE-GENERAL said that if he was not out of order in addressing the Council after the reply of the hon'ble mover of the Bill, and as he might perhaps not have another opportunity of expressing his views in the Council on this Bill, he would take leave to make a few observations, more particularly with reference to that portion of the Bill (the only portion which appeared to have been the subject of any objection) which enabled the Justices to erect a market, and for that purpose to raise the necessary funds by loan, and to pay interest on debentures issued on the collateral security of the municipal rates.

He entirely agreed with the hon'ble member on his right (Baboo Joteendro Mohun Tagore) in his remark that the general application of the municipal rates ought and was always intended to be for the sanitation and improvement of the town, and that that was the leading principle which always ought to guide the Council in legislating with regard to any future more or less particular application of the surplus rates. The application of that principle would sufficiently prevent the possibility of any suggestion being entertained for the erection of such things as a cathedral or

an opera house. But he (the Advocate-General) failed to understand how it could be said that a Bill like the present, which not only provided for the superintendence and registration of existing markets, but which also enabled the Justices to erect new markets, could be any thing but a measure falling within the general object of sanitation and improvement. It was true that if we looked to the particular circumstances which influenced the municipality in applying to the legislature for passing a measure on the subject, they had no doubt special reference to the condition and capabilities of one principal market in the town which was principally, though not exclusively, used by the European community. Still he failed to see how it could be said that a proposal like the present, even assuming that it necessarily includes the erection of a new market which would give improved facilities for the purchase of commodities on the part of the European community, would be in any way transgressing the general principle which he had already admitted, namely, the principle of sanitation and improvement. It seemed to him that when, as in the present state of things with regard to Calcutta, the more broad and general measures of sanitation and improvement have been or were in course of being carried out under existing legislation, such as the general system of drainage, the supply of water, the lighting of the town, and street improvement, it would be in fact quite tying up the hands of the municipality as regards any further measure of sanitation and improvement if they were to be limited to measures in which every section of the community was equally interested. Even as regards these more general measures of improvement which had been or were being carried out, it could not be said that the whole community, or each section of the community, had benefited equally by them. For instance, as regards improvements in the communications of the town—the opening out or widening of streets—while he admitted that these were to be regarded as measures of general improvement, it could not be denied that the benefit to be derived from them was much greater as regards that portion of the inhabitants who resided in or frequented the immediate locality of each particular improvement, than it was in the case of other portions of the inhabitants, whether natives or Europeans, who resided at a distance. So again, with regard to the general improvement of the introduction of pure water. No one could say that it had not been practically and immediately of much greater benefit to the poorer portion of the inhabitants, and was of much greater necessity as regards particular sections of the town than it had been in other quarters. That improvement had been much more important as regards the portions of the town inhabited by the native community, than it had been to the portions inhabited by the European community, or the upper classes of the natives.

Now, to come back to the particular subject of the establishment of a market. Could it be said that it was in any way extending the principle of the Act of 1863, as a measure having for its object general sanitation and improvement, to empower the Justices to apply a certain portion of the surplus rates which were available, after providing for water-supply, drainage, and matters of that kind, in the construction of sufficient and convenient markets? If the Bill stood with the omission of any clauses empowering the justices to construct new markets, he apprehended it would be exceedingly imperfect, because, from the facts laid before the Council, he believed it was quite certain that, making all allowance for such local improvements as might be introduced by the establishment of a system of registration and supervision with regard to existing markets, still the limited extent and defective construction of such existing markets would leave things in a very unsatisfactory and insufficient state. Then, could it be said that because the benefit from the construction of a particular market would be greater and more immediate to the European community than to the inhabitants generally, there was any unfairness, or want of equity, in the Justices in their discretion—a discretion which, under the law, was subject to the sanction of the local Government—determining on the erection of such market, any more than they would be acting unfairly in erecting another market in another part of the town, the benefit from which would accrue exclusively to the native population of that neighbourhood? It was not the object of the Justices, as he understood—it certainly was not, as far as he could gather from the terms of the Bill the object of the hon'ble mover—in any way to give an exclusive benefit to the European community as distinguished from the rest of the inhabitants of the town. That in carrying out a measure like the present, one market should afford special advantages to one class, and another to another, necessarily resulted from the fact that there were different classes, and different localities having different requirements. But the existence and recognition of such differences would not disentitle such a measure as the present to the character of being one for the general improvement of the whole town, and as such, a part of the grand object for which the Corporation of the Justices was established. Therefore he cordially supported the hon'ble mover of the Bill with regard to that portion of it which related to the construction of markets.

There was one more matter for consideration, which was rather a question for discussion in select committee. As he understood the proposed measure with regard to the erection of new markets, the security to be given to persons lending money on debentures was limited, first, to the rates and tolls derived from the markets, and secondly, to the surplus general municipal rates. But he would suggest whether it would not be worthy of consideration that the security should also be extended to the land on which the markets were erected, and to the market buildings. That would probably have the effect of enabling the Justices to obtain money on easier terms than they would otherwise be able to do, and would be a sort of security interposed between the payment of interest out of the market rates, before coming upon the surplus of the general municipal rates.

The motion was then agreed to, and the Bill referred to a select committee, consisting of Mr. Wordie, Baboo Digumber Mitter, and the mover, with instructions to report in a month.

HOOGHLY BRIDGE.

THE Hon'ble Ashley Eden moved that the Bill for the construction of a bridge across the river Hooghly, between Howrah and Calcutta, be read in Council. He said that at the last meeting of the Council he had explained the circumstances which rendered it necessary to introduce this Bill, and since that meeting the draft Bill has been printed, which provides that it shall be lawful for the Lieutenant-Governor to cause the bridge to be constructed in such manner as he may consider necessary, that he may charge tolls for the use of the bridge, make bye-laws for its management, and provide by means of a special fund for the repayment of all advances received from the imperial Government for the purpose of constructing the bridge. The Bill proposed two alternative courses, should the Government desire to make over the management of the affairs of the bridge—either that it should appoint a special commission for the purpose, or transfer the management to the commissioners for the improvement of the port; but he intended to propose in select committee the enactment of a more general provision than the alternatives provided for in sections 10 and 29 of the Bill as it now stood. He thought a section might be framed so as to provide that if it should appear advisable to place the management of the bridge in the hands of a trust, it might be placed under the management of a separate trust or of the port trust, and that the rules which applied to the one should apply to the other: the Bill would thus be made more simple and compact.

He explained at the last meeting that it was proposed that the East Indian Railway Company should have the collection of a certain portion of the tolls, that is, the tolls on all traffic between their stations at Calcutta and Howrah, and that they should levy a small additional charge on all passengers and goods through their own officers at the railway station; and thus the local traffic to the railway would be practically free, the bridge toll being paid on the ticket or in the goods charge. It would only further be necessary to provide means for collecting tolls on the local traffic, that is, on passengers passing to and from Calcutta and Howrah.

Section 31 of the Bill was an important one, and would require the careful consideration of the select committee to whom the Bill would be referred. It provides that no person shall be entitled to any compensation for any loss or injury which he may sustain by reason of any obstruction to the navigation of the river which may be caused by the bridge, or by anything done in constructing it. This was one of the most important provisions of the Bill; and while he thought it was reasonable and fair, he thought it probable that there might be a great deal said in opposition to this section, and it was therefore one to which the special attention of the select committee would require to be drawn.

The motion was agreed to, and the Bill referred to a select committee, with instructions to report in six weeks, consisting of Mr. Schaleh, Mr. Robinson, Mr. Wyman, Baboo Joteendro Mohun Tagore, and the mover, Mr. Eden.

DRAINAGE OF DISTRICTS.

THE Hon'ble Ashley Eden moved that the report of the select committee on the Bill to facilitate the drainage and irrigation of districts in Bengal be taken into consideration in order to the settlement of the clauses of the Bill. In doing so, he said that the Bill as it now stood was very different from the Bill which he first obtained leave to bring in. The reasons for the various amendments proposed by the committee were briefly explained in their report. It was found, after full consideration, that there was great difficulty in preparing one general scheme for the whole of the country on such information as the committee had before them. It seemed that many members of the Council, and especially of the select committee, preferred to defer the bringing in of such a measure until we had time to examine the wants of the country, and ascertain the possibility of framing a measure capable of being applied to all districts. At the same time it seemed to be a pity to allow this scheme to stand over while such information was being acquired,—a scheme with regard to which the proprietors of the land to be drained were prepared to incur, and the Government to advance, the cost of carrying it out. It was therefore proposed to make this a purely local measure, and to make provision for carrying out the special scheme of drainage of certain parts of Hooghly and Burdwan which have been prepared by the engineers employed in examining and surveying these districts, and for recovering the cost of such work from the proprietors of the land to be affected by the measure. Accordingly, instead of its being a Bill for the drainage of the districts in Bengal generally, the committee had confined it to the drainage of parts of the districts of Hooghly and Burdwan. No doubt the experience gained in the working of this Act would be found very useful in framing hereafter a more general measure.

The Bill provided that the scheme should be laid before certain commissioners, of whom not less than a majority should be proprietors of the lands to be affected by the proposed scheme. The scheme would be published in the villages and lands to be affected, and in case the proprietors of one moiety of the lands to be actually reclaimed from the water should consent, the scheme would be carried out. Provision was also made for the partial carrying out of a scheme in case the proprietors of the whole of the lands to be reclaimed were not willing to join in the cost of carrying out the scheme. If therefore a portion of such proprietors consented, a modified scheme might be carried out.

The rest of the Bill was taken up by details with regard to the recovery of advances, the adjustment of the charge on each proprietor, and the like,—questions which could better be dealt with as the Council proceeded with the consideration of the clauses of the Bill.

The motion was agreed to.

On the motion of Mr EDEN the clauses of the Bill were taken into consideration in the form recommended by the select committee.

In the preamble “Howrah” was omitted from the enumeration of districts to which the Bill would apply.

In Section 1 the short title of the Act was altered from “The Hooghly Drainage Act,” to “The Hooghly and Burdwan Drainage Act.”

The consideration of the interpretation Section 2 was postponed.

Section 3 was agreed to after an amendment similar to that made in the preamble.

The consideration of Section 4 was postponed.

Sections 5 to 11 were agreed to.

Section 12 was agreed to, with a verbal amendment.

Sections 13 to 19 were agreed to.

Section 20 was agreed to after a slight transposition of words.

Sections 21 to 25 were agreed to.

In Section 26 a verbal amendment was made.

The consideration of Section 27 was postponed.

Sections 28 to 32 were agreed to.

The consideration of Section 33 was postponed.

Sections 34 to 43 were agreed to.

In the schedule amendments were made similar to those in the preamble and in Section 1.

The ADVOCATE-GENERAL said, He thought that the interpretation of the term “Proprietors of lands” required amendment, and he was glad therefore that the consideration of the interpretation section had been postponed. He would also ask that the consideration of section 32 should be reserved, because he thought the “proprietor”—whatever the definition of that term was to be—ought to be able to recover 10 per cent. from all his subordinate tenures, and not from the owner of a temporary lease only. The owners of temporary leases might have other sub-tenures under them, and he thought it could not be intended that they only should recoup the proprietor, but that the sub-tenures under them should also bear their fair proportion of the cost. He thought therefore that section 32 should be taken into consideration in connection with the interpretation of “proprietor.”

The further consideration of the Bill was then postponed.

The Council was adjourned to Saturday, the 25th instant.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 4th February 1871, on 1,279½ miles open.

	* COACHING TRAFFIC.						MERCHANDISE AND MINERAL TRAFFIC.						Total Traffic Receipts.					
	Number of passengers.	Coaching receipts.					Weight carried.	Receipts.										
		Rs.	As.	P.	£	s.		d.	Mds.	Srs.	Rs.	As.		P.	£	s.	d.	
Total traffic for the week	104,070	1,48,132	1	4	13,578	15	8	683,825	0	*4,12,543	9	0	37,816	9	10	51,305	5	4
Or per mile of railway		115	12	4	10	12	3			322	6	10	29	11	1	40	3	4
For previous 4 weeks of half year ..	385,178	6,09,676	14	0	55,062	1	0	2,448,676	20	15,23,677	13	0	139,670	9	4	194,732	10	4
Total for 5 weeks	489,254	7,19,809	0	1	68,610	16	0	3,127,401	20	16,36,221	6	0	177,146	19	2	246,127	15	8
COMPARISON.																		
Total for corresponding week of previous year	146,837	2,43,540	10	0	22,324	11	3	751,502	30	4,14,752	7	4	38,018	19	6	60,343	10	9
Per mile of railway, corresponding week of previous year		215	5	4	10	14	9			366	11	5	33	12	4	53	7	1
Total to corresponding date of previous year	696,140	13,35,559	12	3	122,420	0	4	5,740,093	20	21,25,115	8	11	191,402	5	1	317,228	11	5

* Rs. 6,067-14-0 added on account of freight of locomotive coal carried on Jubulpore line.

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 4th February 1871, on 223 miles open.

		Rs.	As.	P.	£	s	d.	Mds.	Srs.	Rs.	As.	P.	£	s	d.	£	s	d.
Total traffic for the week ..	5,548½	15,414	3	10	1,115	14	5	52,130	30	14,508	9	6	1,320	10	2	2,745	13	7
Or per mile of railway ..		69	4	1		6	7	0		65	1	0		6	10	3	12	0
For previous 4 weeks of half year ..	21,731	76,750	3	5	7,036	5	3	198,151	10	61,898	0	0	5,073	10	8	12,716	4	11
Total for 5 weeks ..	27,279½	92,263	7	3	8,451	19	8	250,582	0	76,406	10	0	7,093	18	10	15,465	18	6
COMPARISON.																		
Total for corresponding week of previous year ..	6,071	14,100	11	4	1,293	8	2	53,051	30	13,583	8	4	1,245	3	1	2,534	11	3
Per mile of railway, corresponding week of previous year ..		63	4	5		5	16	0		60	14	7		5	11	8	11	7
Total to corresponding date of previous year ..	37,725	1,27,018	2	5	11,613	0	8	199,729	20	59,239	3	7	5,349	8	0	16,983	15	2

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 4th February 1871, on 156½ miles open.

		Rs	As	P	£	s	d.	Mds.	Srs	Rs	As	P	£	s	d.	£	s	d.
Total traffic for the week	27,863½	18,551	12	9	1,701	10	0	98,912	37	22,314	13	0	2,045	10	4	3,745	0	4
Or per mile of railway	1.5	118	9	8	10	17	5	652	0	112	9	5	13	1	5	23	18	10
for previous 4 weeks of half year ..	115,568	65,478	9	3	6,092	4	2	367,312	19	82,920	2	0	7,001	0	2	13,603	4	4
Total for 5 weeks ..																		
COMPARISON.	143,431½	84,029	6	0	7,793	14	2	466,255	16	105,231	14	0	9,046	10	6	17,350	4	8
Total for corresponding week of previous year ..	24,836	16,263	5	6½	1,490	14	3	113,244	37½	14,407	10	2	1,320	14	0	2,811	5	3
Per mile of railway, corresponding week of previous year ..	219	143	9	7	13	3	3	1,000	0	127	3	6	11	13	3	24	16	6
Total to corresponding date of previous year ..	141,726½	1,01,607	15	10½	9,279	1	5	493,280	22	71,500	12	9	6,536	14	7	15,706	16	0

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 4th February 1871, on 28 miles open.

		Rs.	As.	P.	£	s	d	Mds.	Frs.	Rs.	As.	P.	£	s	d	£	s	d
Total traffic for the week	9,037½	142	9	0	142	5	2	16,113	25	502	15	0	59	5	10	201	11	0
Or per mile of railway	524	56	13	9	5	1	8	475	10	21	13	0	2	3	8	7	5	4
For previous 18 weeks of half year	100,110½	26,445	8	0	1,694	15	9	187,162	25	6,077	13	6	607	13	6	2,362	10	9
Total for 19 weeks	118,466	26,570	1	0	1,837	0	2	203,276	8	6,670	12	6	667	5	7	2,564	1	9
COMPARISON.																		
Total for corresponding week of previous year	4,555	1,070	12	9	84	3	2	13,265	20	423	14	6	38	17	2	137	0	4
Per mile of railway, corresponding week of previous year	175	38	3	11	3	10	1	474	0	15	2	11	1	7	9	4	17	10
Total to corresponding date of previous year	85,989½	16,641	4	1	1,471	12	9	193,242	26	6,636	8	5	608	5	3	2,679	18	0

**Meteorological Telegraphic Report for the period 12th to 18th
February 1871.**

STATIONS.	Date	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER		Humidity Sat = 100.	WIND.		Rain.	Clouds.	Weather initials
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Feb.											
	12th	10	29.953	29.970	77.8	71.0	80	S S W	...	...	...	b
	16	16	29.813	29.831	81.0	71.0	50	S S W	...	...	...	b
	18th	10	29.964	29.982	77.5	72.3	77	S S W	...	...	...	b
	16	16	29.810	29.828	87.0	71.2	40	S S W	...	...	...	b
	14th	10	29.953	29.972	71.0	72.0	85	S by W	...	...	...	b
	16	16	29.814	29.832	89.2	72.8	43	S S W	...	...	...	b
	15th	10	29.956	29.974	80.0	67.8	51	S S W	...	...	...	b
	16	16	29.816	29.834	80.3	70.3	32	S W	...	...	...	b
	16th	10	29.959	29.977	77.0	69.0	61	N	...	...	O	
SAGOR ISLAND.	Feb.											
	12th	10	29.949	29.964	79	75	82	S	7.7*	...	C	b
	16	16	29.875	29.891	81	71	70	S	13.0*	...	...	b
	13th	10	29.970	29.985	80	75	74	S S E	9.8*	...	...	b
	16	16	29.810	29.846	82	70	71	S S E	11.0*	...	...	b
	14th	10	29.964	29.974	81	76	78	S	0.2*	...	...	b
	16	16	29.875	29.881	82	77	78	S	9.5*	...	...	b
	15th	10	29.970	29.976	80	74	74	S S W	9.3*	...	...	b
	16	16	29.847	29.853	81	74	80	S	9.0*	...	...	b
	16th	10	29.974	29.981	78	71	49	N N W	8.9*	...	C	b, m
CHITTAGONG.	Feb.											
	12th	10	29.804	29.806	78	71	69	N E	3.1*	...	...	b, m
	16	16	29.776	29.847	82	73	63	W	16.0*	...	...	b
	13th	10	29.917	29.931	73	70	85	E	3.0*	...	...	b, m
	16	16	29.761	29.879	84	72	53	W S W	8.0*	...	...	b, m
	14th	10	29.931	29.944	77	71	74	E	5.0*	...	...	b, m
	16	16	29.790	29.808	80	73	41	W	10.1*	...	...	b
	15th	10	29.906	29.917	81	73	56	N	6.1*	...	...	b, m
	16	16	29.786	29.800	87	76	55	N W	11.1*	...	...	b
	16th	10	29.840	29.871	81	72	62	E	5.5*	...	...	b, m
MADRAS.	Feb.											
	12th	10	29.875	29.905	84	70	52	N by E	1.0*	...	...	b
	16	16	29.877	29.917	83	71	63	N N W	9.0*	...	...	b, c
	13th	10	29.876	29.906	82	70	66	S W by W	1.0*	...	...	b, c
	16	16	29.800	29.899	81	70	70	E S E	5.0*	...	...	b, c
	11th	10	29.901	29.921	80	70	67	N E	11.0*	...	...	b
	16	16	29.843	29.884	80	71	66	N E by E	8.0*	...	...	b, c
	15th	10	29.956	29.946	80	69	43	L by N	7.0*	...	...	b
	16	16	29.860	29.890	80	71	55	E	10.0*	...	...	b
	16th	10	29.944	29.918	82	73	61	S by E	9.0*	...	...	b
CUTTACK.	Feb.											
	12th	10	29.811	29.771	80	71	66	E by S	12.0*	...	...	b, c
	16	16	29.957	29.947	80	70	61	S	9.0*	...	...	b, c
	16	16	29.820	29.840	85	71	67	E S E	11.0*	...	...	b, c
	11th	10	29.957	29.941	74	68	72	S S E	...	...	...	Fair.
	16	16	29.804	29.887	80	70	38	W N W.	...	...	...	Fair.
	12th	10	29.907	29.901	75	60	72	S S W	...	...	...	Fair.
	16	16	29.784	29.867	80	70	52	S S E	...	...	...	Fair.
	13th	10	29.967	29.991	75	60	72	W N W	...	...	...	Fair.
	16	16	29.741	29.816	83	67	39	S	...	...	...	Fair.
ARUN.	Feb.											
	12th	10	29.902	29.908	72	65	61	E	1	...	...	b
	16	16	29.863	29.878	83	72	55	W	1	...	...	b
	13th	10	29.905	29.911	72	65	66	E	1	...	...	b
	16	16	29.818	29.844	81	73	63	N W	1	...	...	b
	14th	10	29.984	29.990	75	69	52	E	1	...	...	b
	16	16	29.813	29.858	83	71	61	W N W	2	...	...	b
	15th	10	29.907	29.913	70	70	61	E	1	...	K	b
	16	16	29.843	29.848	83	76	71	W	2	...	...	b
	16th	10	29.911	29.916	76	70	70	E	1	...	...	m
CALCUTTA.	Feb.											
	12th	10	29.902	29.908	72	65	61	E	1	...	...	b
	16	16	29.863	29.878	83	72	55	W	1	...	...	b
	13th	10	29.905	29.911	72	65	66	E	1	...	...	b
	16	16	29.818	29.844	81	73	63	N W	1	...	...	b
	14th	10	29.984	29.990	75	69	52	E	1	...	...	b
	16	16	29.813	29.858	83	71	61	W N W	2	...	...	b
	15th	10	29.907	29.913	70	70	61	E	1	...	...	m
	16	16	29.843	29.848	83	76	71	W	2	...	...	b
	16th	10	29.911	29.916	76	70	70	E	1	...	...	m
CALCUTTA.	Feb.											
	12th	10	29.902	29.908	72	65	61	E	1	...	...	b
	16	16	29.863	29.878	83	72	55	W	1	...	...	b
	13th	10	29.905	29.911	72	65	66	E	1	...	...	b
	16	16	29.818	29.844	81	73	63	N W	1	...	...	b
	14th	10	29.984	29.990	75	69	52	E	1	...	...	b
	16	16	29.813	29.858	83	71	61	W N W	2	...	...	b
	15th	10	29.907	29.913	70	70	61	E	1	...	...	m
	16	16	29.843	29.848	83	76	71	W	2	...	...	b
	16th	10	29.911	29.916	76	70	70	E	1	...	...	m

* Velocity of wind in miles per hour

CALCUTTA,
The 18th February 1871.

HENRY F. BLANFORD.
Meteorological Reporter to the Government of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISIONS.	Stations.	Rainfall from 30th Jan. to 5th Feb. 1871.	Rainfall from 6th to 12th Feb. 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	Nil	Nil	Nil	12th Feb. 1871.	
	Cuttack { Jail... ..	ditto	Not received	ditto	5th Feb. 1871.	
	False Point	ditto	ditto	ditto	ditto.	
	Jagipore	ditto	ditto	ditto	ditto.	
	Kendrapur	ditto	Nil	ditto	12th Feb. 1871.	
	Jugatungpore	ditto	Not received	ditto	5th Feb. 1871.	
	Sambalpur	Not received	ditto	Nil	12th Feb. 1871.	
	Balasore	Nil	Nil	ditto	15th Jan. 1871.	
	Bhuddhuck	Not received	Not received	ditto	12th Feb. 1871.	
	Poorer	Nil	Nil	ditto	15th Jan. 1871.	
CHOTA NAGPORE.	Khoordah	Not received	Not received	ditto	12th Feb. 1871.	
	Hazaribangah	Nil	Nil	ditto	22nd Jan. 1871.	
	Burhee	Not received	Not received	Nil	12th Feb. 1871.	
	Pachamba	Nil	Nil	ditto	ditto	Not received 1st January.
	Rancher	ditto	ditto	ditto	5th Feb. 1871.	
	Palamow	ditto	Not received	ditto	12th Feb. 1871.	
	Purnia	ditto	Nil	ditto	ditto	
	Gondipore	Not received	Not received	Nil	12th Feb. 1871.	
	Chyabassan	Nil	Nil	0.05	ditto.	
	Parna	ditto	ditto	Nil	ditto	
PATNA.	Behar	ditto	ditto	0.80	5th Feb. 1871.	
	Darb	ditto	Not received	Nil	12th Feb. 1871.	
	Dinapore	ditto	Nil	ditto	15th Jan. 1871.	
	Gya	Not received	Not received	ditto	12th Feb. 1871.	
	Sheghotty	Nil	Nil	ditto	ditto	
	Nowadah	ditto	ditto	ditto	22nd Jan. 1871.	
	Arungabad	Not received	Not received	ditto	15th Feb. 1871.	
	Chumpan	Nil	Nil	ditto	5th Feb. 1871.	
	Chupich	ditto	ditto	ditto	20th Jan. 1871.	
	Sewan	Not received	ditto	0.05	ditto.	
BHAGULPORE.	Moximipore	Not received	ditto	Nil	12th Feb. 1871.	Not received 16th to 22nd Jan.
	Durblangah	ditto	ditto	0.01	22nd Jan. 1871.	
	Seetamaroo	Nil	Nil	Nil	12th Feb. 1871.	
	Tajpore	Not received	Not received	Nil	12th Feb. 1871.	
	Attah	Nil	Nil	ditto	ditto.	
	Ruzar	ditto	ditto	...	...
	Sasseram	Not received	Not received	...	...
	Bhubhooah	ditto	ditto	...	5th Feb. 1871.	
	Lenates	Nil	ditto	ditto	12th Feb. 1871.	
	Bhagulpore	ditto	Nil	ditto	ditto.	
RAJ-SHANK.	Mudhey poorah	ditto	ditto	ditto	8th Jan. 1871.	
	Banka	Not received	Not received	ditto	12th Feb. 1871.	
	Alongay	Nil	Nil	ditto	ditto	Not received 1st to 8th Jan. and 10th January to 5th Feb.
	Jamoorie	Not received	ditto	ditto	...	Not received 30th Jan. to 5th Feb.
	Bogoonari	ditto	ditto	ditto	ditto	
	Doozim	Nil	ditto	ditto	ditto.	
	Parneah	ditto	ditto	ditto	ditto.	
	Raootore Beaulah	ditto	ditto	ditto	5th Feb. 1871.	
	Nattore	ditto	Not received	ditto	ditto.	
	Bogran	ditto	ditto	ditto	12th Feb. 1871.	
BURDW.	Dinagopore	ditto	Nil	ditto	ditto.	
	Maldah	ditto	ditto	ditto	ditto.	
	Bernampore	ditto	ditto	ditto	5th Feb. 1871.	
	Jungipore	ditto	Not received	ditto	12th Feb. 1871.	From 16th Jan.
	Lalbagh	ditto	Nil	ditto	ditto	
	Poon	ditto	ditto	ditto	5th Feb. 1871.	
	Coomercolly	ditto	Not received	ditto	...	
	Seragunge	Not received	ditto	Nil	12th Feb. 1871.	Not received 23rd Jan. to 5th Feb.
	Ranpore	ditto	Nil	ditto	5th Feb. 1871.	From 22nd Jan.
	Bhowamgunge	Nil	Not received	0.01	12th Feb. 1871.	
PRESIDENT.	Titalya	ditto	Nil	Nil	ditto.	
	Burawan	ditto	ditto	ditto	ditto.	
	Cutwa	ditto	ditto	ditto	ditto.	
	China	ditto	ditto	ditto	ditto.	
	Bood-Bood	ditto	ditto	ditto	ditto.	
	Bancorah	ditto	ditto	ditto	ditto.	
	Rancegunge	ditto	ditto	ditto	20th Jan. 1871.	
	Soota	Not received	Not received	ditto	12th Feb. 1871.	
	Hooghly	Nil	Nil	ditto	ditto.	
	Howrah	ditto	ditto	ditto	ditto.	
PRESIDENT.	Mam more	ditto	ditto	ditto	15th Jan. 1871.	Not received 1st Jan.
	Couta	Not received	Not received	ditto	12th Feb. 1871.	Not received 9th Jan. to 5th Feb.
	Gurbeta	ditto	Nil	ditto	5th Feb. 1871.	Not received 1st Jan. and 10th to 20th January.
	Lumbok	Nil	Not received	ditto	...	
	Kishnaghar	ditto	Nil	ditto	12th Feb. 1871.	
	Bongong	ditto	ditto	ditto	ditto.	
	Raughat	ditto	ditto	ditto	ditto.	
	Mohamora	ditto	Not received	0.00	5th Feb. 1871.	
	Chomimgah	Not received	ditto	Nil	20th Jan. 1871.	
	Koushtah	Nil	Nil	ditto	12th Feb. 1871.	
PRESIDENT.	Jesson	ditto	ditto	ditto	ditto.	
	Saugot Island	ditto	ditto	ditto	ditto.	
	Calcutta	ditto	ditto	ditto	ditto.	
	Alipore { Jail	ditto	ditto	ditto	ditto.	
	Alipore { Dispensary	ditto	ditto	ditto	ditto.	
	Barrackpore	ditto	ditto	ditto	ditto.	
	Dum Dum	ditto	ditto	ditto	ditto.	
	Barasat	ditto	ditto	ditto	ditto.	
	Satkerah	ditto	ditto	ditto	ditto.	
	Busseehant	ditto	ditto	ditto	ditto.	
PRESIDENT.	Diamond Harbour	ditto	ditto	ditto	ditto.	
	Barrapore	ditto	ditto	ditto	ditto.	

DIVISION.	Stations.	Rainfall from 3rd Jan. to 5th Feb. 1871.	Rainfall from 6th to 12th Feb. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
Dacca.	Dacca { Telegraph Office ...	Not received	Not received	Nil	15th Jan. 1871.	Not received 16th to 22nd Jan.
	Dacca { Jail ...	Nil	Nil	ditto	12th Feb. 1871.	
	Burrisaul ...	ditto	ditto	ditto	ditto.	
	Dowlat Khan ...	ditto	ditto	ditto	ditto.	
	Persepore ...	ditto	ditto	ditto	ditto.	
	Madaripore ...	ditto	ditto	ditto	ditto.	
	Furiedpore ...	ditto	ditto	ditto	ditto.	
	Mymensing ...	Not received	Not received	ditto	22nd Jan. 1871.	
	Jamalpore ...	Nil	Nil	ditto	12th Feb. 1871.	
	Atteah ...	Not received	Not received	Nil	12th Feb. 1871.	
CHITTAGONG.	Kishorgunge ...	Nil	Nil	ditto	ditto.	Not received 2nd to 8th Jan.
	Sylhet ...	ditto	ditto	ditto	5th Feb. 1871.	
	Cachar ...	ditto	Not received	ditto	12th Feb. 1871.	
	Chittagong { Telegraph Office ...	ditto	Nil	ditto	ditto.	
	Chittagong { Jail ...	ditto	ditto	ditto	15th Jan. 1871.	
	Cox's Bazar ...	Not received	Not received	ditto	5th Feb. 1871.	
	Kangamata Hill ...	Nil	Nil	ditto	12th Feb. 1871.	
	Noakhally ...	ditto	ditto	ditto	ditto.	
	Tipperah ...	ditto	Not received	ditto	5th Feb. 1871.	
	Brahmanbariah ...	ditto	Nil	ditto	12th Feb. 1871.	
COCHIN BEHAR.	Akyab ...	ditto	ditto	ditto	ditto.	Not recorded.
	Buxa ...	ditto	Not received	ditto	5th Feb. 1871.	
	Gowalparah ...	ditto	ditto	ditto	12th Feb. 1871.	
	Dhobree ...	Not received	ditto	Nil	5th Feb. 1871.	
	Toora (Garo Hills) ...	Nil	ditto	ditto	15th Jan. 1871.	
	Darjeeling { Telegraph Office ...	Not received	ditto	...	...
	Darjeeling { Jail ...	ditto	ditto	...	...
	Rungbee ...	ditto	ditto	Nil	5th Feb. 1871.	
	Terai ...	ditto	ditto	ditto	12th Feb. 1871.	
	Palacottah ...	Nil	Nil	ditto	29th Jan. 1871.	
ASSAM.	Julpagoorie ...	Not received	Not received	ditto	5th Feb. 1871.	Not received 9th to 15th Jan. From 30th Jan.
	Boda ...	Nil	ditto	ditto	ditto.	
	Tezporo ...	ditto	ditto	ditto	29th Jan. 1871.	
	Nowzong ...	ditto	ditto	ditto	5th Feb. 1871.	
	Mungledyo ...	ditto	ditto	ditto	ditto.	
	Burpettah ...	Not received	ditto	ditto	5th Feb. 1871.	
	Gowhatty ...	Nil	ditto	ditto	29th Jan. 1871.	
	Serhsaugor ...	ditto	ditto	0.25	5th Feb. 1871.	
	Golaghat ...	Not received	ditto	Nil	ditto.	
	Nazorah ...	0.06	ditto	0.17	22nd Jan. 1871.	
	Debrooghur ...	0.28	ditto	1.05	5th Feb. 1871.	Not received 23rd to 29th Jan.
	Suddya ...	Nil	ditto	0.23	ditto.	
	Shillong ...	0.01	ditto	0.01	ditto.	
	Jowai ...	Not received	ditto	Nil	29th Jan. 1871.	
	Samoogoodting ...	0.50	ditto	0.50	5th Feb. 1871.	

CALCUTTA,
The 18th February 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta.

DURING THE HALF MONTH 16th TO 31st DECEMBER 1870.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea level.

STATIONS.	BAROMETERS.										THERMOMETERS.										HUMIDITY.				RAINFALL.	
	MEAN OF					SOLAR RADIATION.					MEAN OF					HIGHER MAX.					MEAN OF				Inches.	
	Height above sea level.					Max.					Mean of					Day.					Mean of				No. of days.	
	4 hours.	10 hours.	16 hours.	22 hours.	Range.	Mean.	Max.	Min.	Day.	Mean of max.	Mean daily range.	Mean of min.	4 hours.	10 hours.	16 hours.	22 hours.	Day.	Day.	Day.	Day.	4 hours.	10 hours.	16 hours.	22 hours.	4 hours.	10 hours.
Port Blair	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...
Madras	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...
Vizagapatam	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...
Akyab	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...
False Point	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...
Cuttack	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...
Saugor Island	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...
Chittagong	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...
Calcutta	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...
Jessore	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...
Dacca	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...
Cachar	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...
Hazareebagh	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...
Berhampore	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...
Patna	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...
Monghyr	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...
Darjeeling	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...
Goalpara	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...
Shillong	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...
Manass	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...
Hoorkes	29.779	29.810	29.741	...	...	153.0	23.0	16.0	29-31st	148	7.9	75.7	...	...	...	...	31st	...	...	...	...	...	...	...	...	...

CALCUTTA—DECEMBER 1870.

Mean barometric pressure of 16 years	30.029	Mean temperature of 16 years	67.9	Mean rainfall of 16 years	0.10
1st ditto of 1870	30.029	Ditto ditto of 1870	66.8	1st ditto of 1870	Nil
Ditto ditto of 1870 equal	30.0	Defect in 1870	1.0	Defect in 1870	0.10

CALCUTTA,

The 16th February 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Mean Pressures and Temperatures of the Preceding Table Reduced to Sea Level, with Mean Wind Direction.

STATIONS.	Mean barometric pressures reduced to sea level.	Mean temperature reduced to sea level.	WIND.	
			Proportional prevalence Max—100.	Mean direction.
Port Blair	29.893	.....	61	N 78° E
Madras	29.983	.....	80	N 16° W
Vizagapatam	30.068	73.5	73	N 68° E
Akyab	29.970	70.8	65	N 12° W
False Point	30.082	69.3	43	N 19° E
Cuttack	30.045	65.8	61	N 16° W
Sauzor Island	30.007	67.5	65	N 3° E
Chittagong	30.003	67.1	45	N 30° W
Calcutta	30.007	66.7	72	N 39° W
Joasore	30.015	63.4	86	N 11° W
Dacca	29.997	65.8	43	N 22° W
Cachar	29.987	63.0	57	S 21° E
Hasnroebaugh	30.025	66.8	89	N 58° W
Berhampore	30.007	66.0	80	N 46° W
Patna	30.044	61.4	52	N 53° W
Monghyr	29.983	61.4	60	S 68° W
Darjeeling	30.108	61.9	37	S 87° W
Gowalparah	29.980	63.3	78	S 79° E
Shillong	29.141 ²	59.4 ²	20	N 61° W
Benares	29.049	61.5	32	N 61° W
Koorkee	29.057	61.6	14	N 71° W

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17, on the preceding page, by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month which shall show the isobaric and isothermal lines, and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

HENRY F. BLANFORD,

*Meteorological Reporter to the Government of Bengal.*CALCUTTA,
The 16th February 1871.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta. from 8th to 14th February 1871.

MONTH.	Date.	Mean reduced barometer.	THERMOMETER		Max. solar radiation.	Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	GENERAL REMARKS.
			Highest reading.	Lowest reading.						Prevailing direction.	Max. pressure.	Daily velocity.		
		Inches.	°	°	°	°	°	°				Miles.	Inches	
Feb.	8th	29.95	84.0	65.5	135.0	73.6	65.5	59.8	0.61	S & S S E	..	80.8	...	Clear.
	9th	809	83.5	65.4	131.0	74.1	63.4	61.0	.65	S S W & W S W	.	80.0	...	Clear. Slightly foggy at 8 P.M.
	10th	860	85.0	66.5	136.0	74.6	63.6	61.4	.72	S W & S S W	...	92.2	...	Clear. Slightly foggy from 5 to 7 A.M.
	11th	912	86.0	68.0	138.5	75.6	68.0	64.2	.69	S S W & S W	...	102.1	...	Clear.
	12th	803	86.0	68.2	137.0	75.4	68.5	65.4	.73	S S W	.	112.1	...	Clear. Foggy from 2 to 5 A.M.
	13th	882	88.0	68.5	139.5	70.4	69.4	64.5	.68	S S W, S W & S by W	...	187.3	...	Clear. Slightly foggy at 4 and 5 A.M.
	14th	887	89.5	69.0	135.5	77.1	70.5	65.9	.70	S by W & S S W	...	107.1	...	Clear. Foggy from 3 to 8 A.M.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	24.1
The max. temperature during the past seven days	...	89.5
The max. temperature during the corresponding period of the past year	...	88.0
The mean humidity during the past seven days	...	0.69
The mean humidity during the corresponding period of the past year	...	0.60
		Inches.
The total fall of rain from 8th to 14th	... { by lower rain gauge	Nil
	... { by anemometer gauge	Nil
Ditto ditto, average of 17 previous years	...	0.49
Ditto between the 1st January and the 14th February	...	Nil
Ditto ditto ditto, average of 17 years	...	1.11

GOPEENAUTH SEN,
In charge of the Observatory.

The 16th February 1871.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, MARCH 1, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

Archæological Survey of India.

From A. O. HUME, Esq., C.B., Officiating Secretary to the Government of India, Home Department, to the Secretary to the Government of Bengal, General Department,—
(No. 912, dated Fort William, the 15th February 1871.)

I AM directed to forward, for the information of His Honor the Lieutenant-Governor, the accompanying copy of a resolution recorded in this department, under date the 2nd instant, in connection with the appointment of a director-general of the archæological survey of India, and to invite the co-operation of His Honor in the work that has been entrusted to Major-General Cunningham.

2. I am at the same time to express a hope that that officer may be furnished from time to time with copies of any papers or reports that may now be on record, or may hereafter be received, bearing upon archæological questions, as they would materially assist in providing a substantial basis for future operations. I am to add that the Governor General in Council would be glad if the enclosed resolution could be re-published in the local official gazette, and if local officers and private individuals interested in, or possessing any information in regard to, Indian archæology could be invited to place themselves in direct communication with Major-General Cunningham.

Nos. 649-50.

*Extract from the Proceedings of the Government of India in the Home Department (Public),—
under date Fort William, the 2nd February 1871.*

READ again the following correspondence on the subject of the proposed appointment of a central agent for, or director of, the archæological survey of India:—

Despatch from Secretary of State	No. 4 of 1870, dated 11th January.
to	" 84 " " 29th July.
Telegraph from	" dated 15th October 1870.
to	" dated 1st November 1870.
Despatch from	" No. 111 of 1870, dated 24th November.

RESOLUTION.

IN accordance with instructions received from the Secretary of State, measures were initiated in 1867-68 for the conservation of old architectural structures, and for the exploration and systematic record of the numerous valuable and interesting memorials of the ancient civilization of India that occur in so many parts of the country. As an experimental arrangement, four separate parties were organized for Madras, Bombay, Bengal, and the Upper Provinces, for taking casts and photographs of all important ancient buildings, the department of science and art in London having undertaken to defray a portion of the expenses that might be incurred in securing authentic descriptions, as well as casts and photographs of "the finest monuments of Indian art."

2. In his despatch dated the 11th January 1870, reviewing the proceedings taken in this matter by the Government of India since the commencement of the operations, and offering certain suggestions in regard to the further prosecution of the work, the Secretary of State strongly urged the necessity of directing the researches in a somewhat more systematic and

deliberate manner than had been attempted at the outset, and of concentrating the supervision of the entire system in one department, instead of leaving it, without control, to the management of different chiefs under different local Governments. The Governor General in Council entirely concurred in the views expressed by the Secretary of State as to the steps that should be taken for the conduct of future researches. But after mature consideration, His Excellency in Council came to the conclusion that it would be impossible to attain the desired object without a central establishment to collect the results of former investigations, and to direct and systematize the various efforts and inquiries made by local bodies and private persons, as well as by Government itself.

3. In communicating the above opinion to the Duke of Argyll, it was stated that there was no one so well qualified for superintending the operations as Major-General Cunningham, then in England; and that if that gentleman would accept the post of central agent director for a few years, it would give an impulse to the study of archaeology, and make the future working of the scheme comparatively easy.

4. Major-General Cunningham has accepted the offer made by the Secretary of State, and has now assumed charge of the appointment of director-general of the archaeological survey of India. The Governor General in Council, therefore, considers this a fitting time for deciding on some fixed and definite system of archaeological research, which, being commenced on now, may be steadily prosecuted, year by year, in such method as is likely to be productive of the most useful results.

5. Although much has already been done by previous inquirers, still more yet remains to be accomplished; for the efforts of private individuals, which are entirely dependent on opportunity and inclination, are necessarily unconnected and desultory. What is now required is a complete search over the whole country, and a systematic record and description of all architectural and other remains that are remarkable either for their antiquity, or their beauty, or their historical interest.

6. To carry out these views, General Cunningham's attention should be directed to two principal objects,—*first*, to the preparation of a brief summary of the labours of former inquirers, and of the results which have already been obtained. Much valuable information exists in the researches and journals of the different Asiatic societies; but it is so scattered over several hundred volumes, many of which are rare and expensive, that it is now practically accessible only in large public libraries. A brief record of what has already been done would save present inquirers the loss of much precious time in the measurements and description of many of the finest monuments in India. *Secondly*, to the preparation of a general scheme of systematic inquiry for the guidance of a staff of assistants in present and future researches. The scheme should indicate what has already been accomplished and what still remains to be done. It should give clear and detailed instructions as to the nature and amount of information, as well as to the style of illustration required for all known remains. It should also lay down the order in which these researches should be followed up, by forming into different compact groups all the places to be visited, so that as little time as possible should be lost in travelling.

7. A report of each year's proceedings should be drawn up by General Cunningham and submitted before the commencement of the next year's operations. This report need not be accompanied by any detailed drawings or illustrations, but it should indicate clearly the nature and amount of work done during the year, and should state generally the value and importance of the information acquired. The collation and arrangement of the materials contained in these annual reports, with the results obtained by former or independent inquirers, will form another branch of General Cunningham's duties. This work cannot be begun for some time, but the object should be kept steadily in view. It is therefore desirable that the efforts of some of the assistants should at once be directed to the completion of our knowledge of the older remains of India, so that the archaeological survey may be able to publish a volume of Buddhist and other antiquities at an early date.

8. General Cunningham should now be desired to submit, with the least possible delay, a statement of the establishment which he proposes to entertain, together with a careful estimate of its probable cost, and of all other expenses likely to be incurred, *e.g.*, for photographs, casts, excavations, &c., in connection with the survey. This statement should include General Cunningham's own salary, and expenses of every kind to be incurred on account of the department, and should be divided into two parts—the former referring to the current official year, 1870-71, and the latter to 1871-72. As regards the establishment to be entertained, although the services of one or more European assistants may prove indispensable, His Excellency desires that, so far as possible, intelligent natives may be employed in, and trained to, the work of photographing, measuring, and surveying buildings, directing excavations, and the like; while, as regards decyphering inscriptions, it seems probable that natives may be found better qualified to do this work than any European whose services could be at present secured for such employment in the department.

ORDERED that a copy of the above resolution be forwarded to Major-General Cunningham for information and guidance.

Ordered also that a copy of the above resolution be forwarded to the Financial department for information.

Morrellgunge Port.

From CAPTAIN H. HOWE, Officiating Master Attendant, to the Officiating Secretary to the Government of Bengal, General Department,—(No. 792B, dated Fort William, the 14th February 1871.)

I HAVE the honor to report, for the information of His Honor the Lieutenant-Governor, that I have just returned from a visit of inspection to Morrellgunge in the steamer *Agitator*, towing the *Dolphin*.

2. The Bhola flat buoy which had been lost was relaid in position, and, as was requested by Captain Millard, an additional buoy was laid on the extreme eastern edge of the *Argo* flat in 16 feet reduced, to mark the limit of the channel in the vicinity of the heavy breakers shewn on the chart.

3. The *Dolphin* was left to overhaul the rest of the buoys, all of which were in position; and as Captain Millard reported through the pilot that a new channel had been discovered with deeper water in it, I directed the commander of the *Dolphin* to make a careful examination of it on his way down and report upon it.

4. I may add that I was very much impressed with the facilities of navigation in the Horringutta, and with its natural advantages as a port for the shipment and export of produce from the districts in the centre and on the eastern side of the Bay of Bengal.

Rules for the management and discipline of Vagrants admitted into Workhouses.

I. THE governor of the workhouse shall receive into his custody any vagrant delivered over to him with an order for detention, under section 5, Act XXI. of 1869, signed by a magistrate of police or a justice of the peace exercising the full powers of a magistrate.

II. The following are the sections of the Act for the regulation of Government workhouses:—

11. The local Government, with the previous sanction of the Governor General of India in Council, may provide workhouses, with their necessary furniture and establishment, at such places as it may think proper, for the temporary reception of vagrants, or may, by writing under the hand of a secretary to such Government, certify any building, or part of a building not provided as a workhouse under the former part of this section, to be fit for a workhouse for the purposes of this Act. Every such certificate shall be published in the local official Gazette, and thereupon such building or part of a building shall, until the local Government otherwise orders, be deemed a Government workhouse under this Act.

The local Government shall allow the same scale of diet for the support of vagrants received in such workhouses as is for the time being allowed for Europeans confined in the local prisons or penitentiaries.

12. Every such workhouse shall be under the immediate charge of a governor, who shall be appointed, and may be suspended or removed, by the local Government.

Every such governor shall, if the local Government think fit, be subject to the orders of a committee of management appointed from time to time by such Government, or, in the absence of a committee, to the orders of such officer as the local Government shall from time to time appoint in this behalf.

13. Every such governor may order that any vagrant admitted to the workhouse under his charge shall be searched, and that the vagrant's bundles, packages, and other effects shall be inspected, and may direct that any money then found with or on the vagrant shall be applied (subject to the orders of the local Government) towards the expense of carrying this Act into execution, and may order that all or any of the said effects shall be sold, and that the produce of the sale be applied as aforesaid, but subject to the like orders.

14. Vagrants admitted to workhouses under this Act shall be subject to such rules of management and discipline as may from time to time be prescribed by the local Government with the previous sanction of the Governor General of India in Council.

Any vagrant who knowingly disobeys or neglects any such rule shall, on conviction before a magistrate, be punishable with rigorous imprisonment for a term which may extend to three months.

15. The governor and the committee of management (if any) of every such workhouse shall use his and their best endeavours to obtain, outside the workhouse, suitable employment for the vagrants admitted thereto.

When such employment is obtained, any such vagrant refusing or neglecting to avail himself thereof, shall, on conviction before a magistrate, be punishable with rigorous imprisonment for a term which may extend to one month.

III. Vagrants sent to the presidency workhouse shall be confined in a separate compartment, and shall not be allowed to associate with prisoners.

IV. All vagrants shall, on admission, be searched by an officer of the workhouse, and all money or other effects shall be taken from them. The governor of the workhouse shall take charge of such money and effects, and shall submit a statement, for the information of Government, of the value of the property brought in by any vagrant, with a view to the amount being applied towards meeting the cost of his maintenance in the workhouse.

V. The diet of vagrants shall be according to the scales allowed to laboring European prisoners.

VI. Vagrants shall, on admission, and before being placed to labour, be examined by the medical officer, who may direct their clothing to be removed and burnt, if necessary, and may order their hair to be cut for the sake of cleanliness. The personal cleanliness of vagrants shall be enforced during their stay in the workhouse, for which purpose a proper supply of soap, towels, combs, &c., shall be afforded. If the clothing of vagrants is insufficient, or has to be destroyed on their admission, such vagrants shall be supplied with a plain suit of coarse materials. They shall also have bedding provided in sufficient quantity for health.

VII. Employment of some sort, and, if possible, profitable employment, shall be provided for all inmates of the workhouse. If any vagrant earn more by his labour than the cost of his maintenance, the surplus shall be given to him on his discharge from the workhouse. When possible, vagrants shall be employed in work to which they are accustomed, or in which they are skilled. Those for whom no other sort of work can be found, shall be employed in oakum picking, or in breaking stones, and the task shall be fixed by the governor of the workhouse. Any vagrant who does not perform his full task on the plea of physical inability, will be kept at sedentary labour in a cell on the cell diet.

VIII. Vagrants shall have every opportunity of having interviews, at reasonable hours, in the workhouse, with employers of labour seeking to engage them.

IX. The relatives of vagrants desirous of seeing them shall be admitted, on a written order of any one of the committee of management, between 10 A.M. and 1 P.M. Such interviews to be in the presence of an officer of the workhouse, and not to exceed half an hour at one time. Vagrants may write letters to their relatives, or of persons likely to employ them.

X. Vagrants shall be made to attend divine service regularly, and shall be visited by the chaplains of their respective persuasions.

XI. Vagrants in the workhouse shall behave in a respectful manner to all officials; shall not make use of bad language; shall avoid quarrelling with their fellow inmates; shall not be idle or negligent at work; shall not damage workhouse property; shall abstain from disorderly conduct, and from singing or making any other noise; and they shall obey all other rules made for their guidance in the workhouse. Disobedience of these rules shall be punished as the Act directs.

XII. Vagrants who are guilty of violence, or who are abusive and refractory, may be put into handcuffs by order of the governor of the workhouse, and may be placed in solitary confinement until they can be brought before a magistrate, which shall not be later than twenty-four hours after the act of violence, &c., for which the vagrant has been confined.

XIII. A copy of these rules shall be kept in the wards in which vagrants are confined.

Regulation of expenses of marriages among Hindoos.

From R. P. JENKINS, Esq., Commissioner of the Patna Division, to the Secretary to the Government of Bengal,—(No. 21C, dated Camp Segowlee, the 3rd February 1871.)

I HAVE the honor to enclose in original a letter, No. 1562 of the 9th January, and enclosures, from the collector of Shahabad, and solicit the favour of their perusal by Government.

2. These papers relate to a meeting held at the instance of Moonshee Peary Lall at Arrah, on the 23rd December last, and presided over by Mr. Judge Elliot of that station.

3. I am given to understand that the conduct of the entire meeting was most earnest, and that there is every hope now, that, with the example of Baboo Ritbhunjun Sing before them, the present marrying season may be signalized by a very great, if not a total, reform in the matter of marriage expenses generally.

4. Much credit is due to Moonshee Peary Lall for his strenuous exertions. I have verbally arranged with him that under his auspices similar meetings are to be held in the other districts of this division during the coming spring, and I shall of course make it a point to be present at as many of them as my own legitimate duties will allow of.

5. I beg to express a hope that the Government may recognize the laudable conduct of Moonshee Peary Lall, and that a complimentary letter may be sent to him through this office, which will not only show him that his exertions are really appreciated, but which will act as an incentive to him to continue in the good work in these provinces, where there can be no

doubt his advent is already regarded most favorably by the more intelligent and enlightened body of Hindoos.

6. I shall feel obliged by the enclosures of this letter being returned after perusal.

Translation of the speech delivered by MOONSHIEE PEARY LALL at the meeting held at Arrah in the collectorate compound on the 23rd December 1870.

PRESENT :

A. J. ELLIOT, Esq., C.S. ...	...	<i>President.</i>
W. H. D'O'LY, Esq., C.S. ...	...	<i>Vice-President.</i>
L. B. ROBERTS, Esq. ...	...	} <i>Members.</i>
S. D'COSTA, Esq. ...	...
J. J. DURANT, Esq. ...	...
MAHARAJAM MOHESUR BUX SING	...	
BAHADUR	...	}
KOGER RADHA PERSAUD SING	...	
BAHOO RITBHUNJUN SING	...	
J. MACNAMARA, Esq.,	<i>Member and Honorary Secretary.</i>	

MY DEAR FRIENDS,

I AM very happy to find that this meeting has taken place to-day, with the concurrence of the commissioner of the Patna division, to root out an evil which has of late sprung up among the different classes of the people of this country, and which all persons of every denomination and caste are in duty bound to eradicate. It behoves me therefore to offer a few remarks as to the manner in which the evil in question, for which the rulers and those placed under them are alike accountable before the Supreme Being, may be remedied.

The custom which at present obtains of demanding extravagant sums of money at the ceremony known in the North-Western Provinces by the term "*band-badai*," and in Bengal by "*tekuk jahayz*," has been lately enforced by ignorant and grasping upstarts to such a degree as to eclipse gradually the old custom which was far from being oppressive. This evil custom indeed is not only ruinous, but is also tantamount to extortion. I wish it to be known to you that during the eight years which I have spent in visiting several places, the evils which I have witnessed and heard of cannot possibly be enumerated in the short space of time which I have before me. I cannot, however, refrain from detailing for your information a few facts which I have been able to glean from various sources.

In some instances, the Hindoo unmarried women on getting old, and knowing that there is no hope of their living long in the world, are made to go round a *pipal* tree in token of marriage,* whilst in others, women who are obliged to remain unmarried owing to the inability of their connexions to defray the marriage expenses, have been known to violate their chastity, and their relatives, to save themselves the disgrace, have been obliged to have recourse to abortion. Should however the crime be discovered, the relatives not unfrequently, considering themselves disgraced thereby, commit suicide,—some by taking poison, while others drown themselves, thus committing a greater sin to avoid the disgrace of the first one. At some places persons have killed their female babes at the time of their birth, quoting the old saying "*Na rahega baus na bajege bausle†*" and at other places girls of five or seven years were either given in marriage, or literally sold to old and worn-out men. Some people exchanged their daughters for money, while others, among whom infanticide was practised, married their sons to the daughters of men much inferior to them in point of caste, as if the degradation was of no moment to them. Many people, in aspiring after false pretensions, having squandered their money, and being forced to part with their ancestral property and jewels and other effects, have had recourse to theft, dishonesty, and other unlawful means to provide for themselves the means of livelihood during the rest of their days, thus losing their respectability and the esteem in which they had been held. In fact, this extravagance has been the cause of ruining many a high and a noble family in India, and has reduced many rich merchants and bankers to poverty and want. It is needless to enter into the calamities which extravagance brings upon mankind; it is so patent as to hardly call for comment.

This pernicious practice is contrary to the ancient customs and manners of our ancestors, nor is it consistent with the religious precepts laid down in the *Shasters* and *Vedas*. In this the pundits of Benares, Tirhoot, and Nuddea also concur with me. In days of yore the custom was that that after training and educating children in the several branches of arts and science, the parents used to have their daughters married into families of equal rank and at a proper age, when the *barad* or the bridegroom was accompanied by a wedding party consisting of fifty or sixty persons; now, however, the word has been corrupted into *barat*, which means an army, and thus marriage, instead of being a blessing, has become an evil to the community.

Thinking that it would tend to the welfare of the public, and hoping to receive the help

* It is considered a shame among the Hindoos for a woman to die old without having been married, and a custom prevails of making old maids walk seven times round a *pipal* tree to save her from the disgrace. This is called "*knapan athava*."

† "If there is no bamboo left no bamboo pipe will be played."

of the Almighty in my endeavours, I have, after resigning my office, leaving aside all my worldly affairs, and subjecting myself to the difficulties and inconveniences attending long journeys, with the concurrence not only of the heads of several castes, but also with that of the rajahs, maharajahs, and local authorities of the places lying between Calcutta and Delhi, and under the patronage of His Honor Sir William Muir, K.C.S.I., Lieutenant-Governor of the North-Western Provinces, put a stop, by obtaining the votes of punchayets of all classes of people, to the baneful practices and ruinous expenses of *takht rawan** holi masquerades; of wasting money on bhoorbukeyr, gonda, &c.; of fireworks and illuminations; of entering into contracts and pledging children in lieu of money, which customs were prevalent amongst the Brahmins, Khutris, Agurwalas, Jats, and others. These people have re-introduced the good old custom and usages according to which marriages have been and are being now celebrated. Thanks be to God, through whose grace such a custom has and is being abolished and the old one ruined.

The Maharajah of Doomraon, as in duty bound by the Shasters, has shown much zeal and energy in checking the evil practices among the Kaists and other tribes of this district, as well as in Cawnpore and Agra, and has, in concert with me, held a meeting at this place on the 22nd instant, in which small and limited expenses have been proposed for the marriages of Brahmins and Chutris, for which I refer you, my brethren, to the written proceedings of that meeting.

Hitherto I was under the impression that the maharajah only took an interest in this laudable undertaking, but I was glad to find his son seconding him in his exertions; so much so, that the latter has promised to set apart Rs. 1,000 to defray the marriage expenses of the poor of his caste.

I may here add that Baboo Ritbhunjun Sing, a highly respectable native gentleman of Jugdispore, has expressed his determination to celebrate a marriage, which is to take place in his family this year, in conformity with the above resolution, and thus to set an example to others.

I am glad to state here that the Kaut community of this place had held a meeting on the 18th instant, in which they have subscribed upwards of Rs. 1,000 for the erection of a temple, which has been dedicated to Sri Chitr Gopatsami, and for the opening of a Sanskrit patsala (school) in the station.

Now I cherish a strong hope that, with the assistance and exertions of the Kaists of this place, the remaining classes will do their utmost to enforce an observance of these rules of public benefit among themselves, excluding from their society all those persons who act contrary thereto, and refusing to be partakers in any of their undertakings.

I cannot but acknowledge with thanks the assistance rendered to me by Moonshee Hurrihur Churn, Moonshee Hurbuns Lall, Moonshee Joy Prakash, Moonshee Hurbuns Sahai, Bukhshee Ram Yad Sing, and Moonshee Mothoora Pershad.

It is needless for me to mention here the zeal and aid displayed by the Maharajahs of Benares, and those of Rewa, Vizianagram, and Bettiah, &c., in this matter, which every one of you, my friends, must be aware of.

In conclusion, I would beg the favour of the local authorities taking the trouble of attending for a few minutes at the meetings which may be held in connection with this laudable design, and of paying their special attention and extending their patronage to this important matter.

Translation of the speech delivered by KOOR RADHA PERSAUD SING.

GENTLEMEN,

To-day is a day of happy omen and a day for rejoicing.

The marriage ceremonies which have hitherto prevailed in this country have commonly been designated *shadi* (a Persian word radically signifying happiness and joy), yet their practical effect has in reality been to cause utter ruin and destruction.

Every individual used to run into so much extravagant and reckless expenditure, far beyond his means, as to be forced to be deeply involved with heavy debts, mortgaging, and encumbering his property, which would eventually be brought to the hammer, and thus, losing all means of support, he would ultimately be overtaken by starvation.

Now this is really the time for great rejoicing, as we find in Moonshee Peary Lall a philanthropist who, having sacrificed all his personal interests, and denying himself the enjoyment of all domestic pleasures, actuated with the disinterested motives of advancing the cause of public good, has been trying with his whole heart and soul to effect an enormous reduction in marriage expenses. With this view he has been holding meetings and committees in various places, and explaining to the people the advisability and reasonableness of the proposed reduction. The result is that by his strenuous exertions he has succeeded in effecting a large retrenchment in the marriage expenses, which are to be regulated by a set of rules framed by him.

Now in the true sense of the word a *shadi* can take place.

The moonshee came to Arrah, and with my assistance held a meeting yesterday, composed of the Brahmins and Chutris at my house at Arrah, and guided by his convincing arguments, the people present agreed to conform to his prescribed rules in celebrating marriages.

* The platform on which dancing women are carried about in the public streets on the shoulders of our men.

I also have affixed my signature to those rules indicating thereby my approval of them and will heartily support the movements.

I feel much obliged and highly grateful to Moonshee Peary Lall for his exertions, and I expect from you all a strict observance of those rules.

Speech delivered by A. J. ELLIOT, Esq., Judge of Shahabad.

WE are met together to-day to take into consideration a matter of vital importance to the Hindoo communities of India.

It has been the invariable custom that in all marriages among Hindoos that enormous sums—enormous in proportion to the means of those interested—should be spent on the various ceremonies imposed by their supposed caste rules and their religion.

The result of this expenditure has been that a Hindoo, who had originally an independent fortune, and his head well above water, becomes impoverished to that degree that what with mortgages and usury, he is as liable as not to become bankrupt, and thousands and thousands of Hindoos have been thus ruined and beggared.

It has been clearly established by those who are fitted by education and knowledge to prove it, that these enormous marriage ceremony expenses are not enjoined by the Shasters, but that the legitimate expenses have gradually grown and swollen until they have become unendurable.

There is very little doubt that among other evils that have arisen in consequence of the fear of the expenses incidental to Hindoo marriages, female infanticide has very much increased, if it has not been thereby caused.

By the exertions of Baboo Peary Lall the subject has been ventilated in numerous districts of the North-Western Provinces; and I may say that it is chiefly through his exertions the cause he advocates has been embraced by native Hindoo gentlemen of all ranks, from the highest to the lowest, throughout the country; and as a proof of the truth of the principles he enunciates, I can hardly give you a better example than by saying that the Maharajah of Doomraon has gone hand in hand with him in our own district, and is present here this day in support of them.

This is truly and entirely a Hindoo movement, entered into and carried on entirely by Hindoo energy, but the movement has been recognised as a most excellent one, and the subject has the universal approval of the European community, official and non-official. The Lieutenant-Governors of the Bengal Presidency and the North-Western Provinces being patrons of the society, and many other European gentlemen of note and position having entered heart and hand into the object.

It is proposed that in each district societies and sub-societies should be formed to carry out the object, which will be presently more fully explained to you by Baboo Peary Lall, resulting in the measure that the largest sum to be expended in Hindoo marriage ceremonies is to be limited to Rs. 2,000.

Thus, where from two to five lakhs of rupees were formerly expended, without object I may say, and certainly without reason, Rs. 2,000 will now only be spent.

Similarly, a Hindoo who was accustomed to spend say Rs. 2,000, will now only spend something like Rs. 100, the lowest sum being Rs. 25, and so on through all the grades.

At the request of various native gentlemen of position in this district, I willingly accepted the position of president, and shall do my best to advance the object of the society.

I cannot conclude without expressing my hope that the movement will meet with as much success in this district as it has already attained in others.

I have been requested by the commissioner to express his regret that, in consequence of urgent business which demands his presence at Calcutta, and which could not be postponed, he is unable to be present at this meeting, but that when Moonshee Peary Lall proceeds to Patna to inaugurate this society in that district, he will without fail be present, and heartily co-operate in this excellent institution.

From W. H. D'OYLE, Esq., Magistrate and Collector of Shahabad, to the Commissioner of Patna,—(No. 1562, dated Arrah, the 9th January 1871.)

I HAVE the honor to submit the following report of an event which occurred on the 23rd ultimo,—an event of no little political importance, and one which will form an epoch in the history of this district. It is politically important inasmuch as it affects closely the welfare of a large section of Her Majesty's subjects, and will, I trust, most effectively check the infanticide, which most unfortunately, yet no less certainly, prevails chiefly among the Rajpoots.

2. A meeting was convened which was presided over by the judge, and attended by several of the European residents, and a large concourse of the principal native inhabitants of the town, and some native gentlemen of distinction from the interior of the district, among whom were the Maharajah of Doomraon and his son. It has been computed that there were about 1,500 persons present.

3. The meeting was convened at the request of Moonshee Peary Lall, a native of this district, who, with untiring energy and unflagging zeal, and the most laudable self-abnegation, has devoted himself to a work urged solely by philanthropic motives; a work of reformation which has already commenced to bear fruit, and cannot but prove eventually to be of incalculable benefit to the people to whom he belongs, and to the Government of that people's sovereign.

4. You are aware that Moonshee Peary Lall having thrown up his appointment in the Government service has travelled over the greater part of the North-West Provinces, addressing meetings at all the chief towns with the object of getting up a brotherhood. A society for the prevention of that reckless expenditure—that vain show of pomp at marriage ceremonies which has brought so many families to ruin, which has caused them to sell their lands and their houses, to lose their position, and the fear of which has led them, unfortunately too often, to make victims of their little innocent female babes.

5. Translations of the speeches made by Mr. Elliot, the judge, by Moonshee Peary Lall, and by Koor Radha Persaud Sing, son of the Maharajah of Doomraon, as also of the rules drawn out by the Moonshee, are herewith forwarded. Moonshee Peary Lall's quiet, unaffected manner, his simple eloquence, rendered all the more impressive by its freedom from those unnecessary pleonasms which are supposed to constitute the beauty of Persian writings and speeches, went straight to the hearts of his hearers, and procured for him that sympathy and, though silent still none the less demonstrative, approbation which he so richly deserved.

6. Noble has been the unswerving loyalty of many princes and native gentlemen in times of danger, noble the munificence of many wealthy men; but none have exceeded in nobility him who has given up his emoluments from Government service, who has, in spite of ill-health, persevered in carrying out unflinchingly the work of his self-imposed mission for the good of his fellow creatures.

7. I trust confidently that the Government will recognize the services of Moonshee Peary Lall to his country, and will afford him every assistance in his most praiseworthy efforts to eradicate those pernicious practices from which have sprung so much vice and immorality.

Proceedings of a public meeting (Sudder Aujman) held at Arrah.

The public society is to be designated "Sudder Aujman for eradicating the existing evils in native marriages."

The public society at Arrah is to be designated "Sudder Aujman of the district," those at Buxar, Sasseram, Bhubooah, and Doomraon to be "Sub-Aujmans," and those in large mouzahs to be "Village Aujmans."

The Sudder Aujman of the district will be held at the Maharajah of Doomraon's house situated in Arrah.

The society will be composed of the following persons and gentlemen—

His Honor the Lieutenant-Governor of Bengal	...	...	<i>Patron of Sudder Aujman of Shahabad.</i>
The Commissioner of Patna and the Maharajah of Doomraon	...	...	<i>Vice-Patrons.</i>
The Judge of Shahabad	...	...	<i>President.</i>
The Collector and Magistrate of Shahabad	...	...	<i>Vice-President.</i>
J. Maenamara, Esq., district engineer of roads, Shahabad	...	...	<i>Secretary and Member.</i>
Moonshee Hurrihur Churn, collectorate serishtadar, and Moonshee Hurbhuns Sahai, vakeel	...	...	<i>Secretaries and Members.</i>

MEMBERS.

D. Barbour, Esq.	...	...	<i>Joint-Magistrate and Deputy Collector.</i>
W. D. Pratt, Esq.	...	...	<i>District Superintendent of Police.</i>
R. King, Esq.	...	...	<i>Sub-deputy Opium Agent.</i>
L. B. Roberts, Esq.	...	...	<i>Deputy Magistrate and Deputy Collector.</i>
W. Thomson, Esq.	...	...
J. J. Durant, Esq.	...	...	<i>Civil Surgeon</i>
S. D'Costa, Esq.	...	...	<i>Subordinate Judge.</i>
Dewan Ramcoomar Sing	...	...
„ Ramjiawan Sing	...	...	<i>Zemindars of Soorjpoora.</i>
Rai Hursahai Sing	...	...	<i>Deputy Collector.</i>
Baboo Pertap Chunder Chatterjee	...	...	<i>Deputy Collector and Deputy Magistrate.</i>
Moonshee Hurbhuns Lall	...	...	<i>Magistrate's Sherishtadar.</i>
Bukhshe Ramyeal Sing	...	...	<i>Vakeel.</i>
Moonshee Kumla Sahai	...	...	<i>Opium Agent's Sherishtadar.</i>
„ Gokhul Chund	...	...	<i>Judge's Sherishtadar.</i>

Baboo Nowrang Behari ...	...	<i>Zemindar of Matookpore.</i>
„ Mahabeer Pershad ...	...	„ <i>of Akhtearpore.</i>
„ Balgobind Sahai ...	...	„ <i>of Dhamar.</i>
Moonshee Jai Procash Lall and Moon- shee Mathoora Pershad, Moontazim Raj Reasat, Maharajah of Doomraon	.	.
Moonshee Ramanund ...	...	} <i>Vakeels.</i>
„ Thacoor Pershad ...	...
„ Bholanath ...	...
Baboo Rujni Kunt ...	...	} <i>Zemindar of Dulceppore.</i>
„ Rit Bhunjun Sing ...	...
„ Ramycad Sing ...	...	} <i>Zemindars of Chougain.</i>
„ Sunt Belas Sing ...	...
„ Basawan Sing ...	...	} <i>Zemindar of Kosap.</i>
„ Moon Sing ...	...
Chowdhry Chutoor Lal Sing	..	„ <i>of Zawcera.</i>
Baboo Kupil Moon Sing...	...	„ <i>of Gazeapore.</i>
„ Joogmandir Doss ...	...	„ <i>of Arrah</i>
„ Baijnath Pershad ...	...	} <i>Agurwala and Zemindar.</i>
„ Baijnath Sahai ...	...
„ Chooni Lall ...	...	} <i>Zemindars of Arrah.</i>
„ Sunt Pershad ...	...
„ Kalicoomar Mitter	...	<i>Vakeel.</i>
„	...	<i>Head-master, Arrah School.</i>
Sub-Aujman of Arrah for	...	<i>Kaists only.</i>
Moonshee Hurrihur Churn	...	<i>President.</i>

MEMBERS.

Roy Baboo Hursahai Sing.		Moonshee Sunt Pershad	... <i>Nazir.</i>
Moonshee Hurbuns Sahai ... <i>Pleader.</i>		„ Rama Nund.	
„ Hurbuns Lall.		„ Thacoor Pershad.	
Baboo Sunt Pershad . . <i>Secretary.</i>		„ Balmakoond Lall <i>alias</i>	
„ Kumla Sahai.		„ Doma Lall.	
„ Mahabeer Pershad.		„ Balmakoond Lall.	
Bukhshe Ramycad Sing.		„ Dabi Pershad.	
Baboo Jankey Pershad.		„ Ourang Bihari <i>alias</i>	
„ Bishoon Bullub.		„ Kandhje.	
Moonshee Bholanath.		„ Seetul Pershad.	
„ Shewsahai Sing.		„ Mohesh Dutt.	
„ Mahabeer Pershad.		„ Maharaj Sahai.	
„ Jatadharee Lall.		„ Soomur Lall.	
Lala Monje Lall.		„ Adit Sahai.	
Moonshee Thacoor Dial.		„ Ramgoolam Sing.	
Lala Bundhoo Lall.			

BUXAR.

The sub-divisional officer	...	<i>President.</i>
Moonshee Mahomed Soobhan Hyder	} <i>Secretaries.</i>	
and Moonshee Kirut Narain		...
Moonsiff	...	<i>Vice-President.</i>

SASSERAM.

The sub-divisional officer	...	<i>President.</i>
Moonsiff	...	<i>Honorary Vice-President.</i>
Moonshee Bikao Lall and Moonshee	} <i>Secretaries.</i>	
Akhowry Hurpurcash Lall		...

BHUBOOAH.

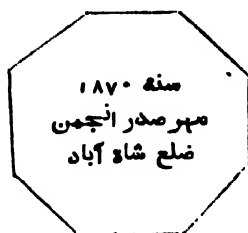
The sub-divisional officer	...	<i>President.</i>
Moonshee Mothoora Pershad and Jug-	} <i>Secretaries.</i>	
dum Sahai		...

DOOMRAON.

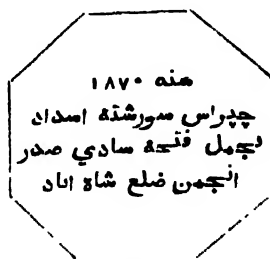
The Maharajah	...	<i>President.</i>
The manager of the estate	...	<i>Vice-President.</i>
Moonshee Jai Percash Lall and Moonshee	} <i>Secretaries.</i>	
Mathoora Pershaud		...

The members of the societies or Aujmans are empowered to nominate competent persons to be members of the Aujmans.

The seal of this department will be octagonal, and will bear the following Urdu inscription, and will remain in the custody of the secretary of the Aujmans. The seals of the Sudder Aujmans will be larger in size than that of the Sub-Aujmans :—



The peons of this department will be furnished with a red belt and red uniform dress; the badge will be octagonal, and bear the following Urdu and Hindee inscriptions :—



The busta cloth will be of red colour, and red ink will be used in writing. The secretaries of the Sudder Aujmans and Sub-Aujmans will have charge of the records of the respective Aujmans. The rules laid down above will be observed in the Village Aujmans also.

Voluntary donations given by the native members of the society towards defraying necessary expenses of the society will be credited to the committee fund; an account will be kept of the receipt and disbursements of this fund.

A quarterly statement, showing the observance or non-observance of the rules, that is, copies of the registers No. 5 and No. 6, will be sent in English duly signed by the president to His Honor the Lieutenant-Governor of Bengal through vice-patron, the commissioner of Patna; a duplicate of the same will be sent in Urdu to the Sudder Aujman Hind, and annually a general statement will be sent up in the following form :—

Year.	Names of the zillah.	Names of Sub-Aujmans.	Names of Village Aujmans.	No. of marriages performed according to rules.	No. of marriages performed against the rules.	Total of marriages.

Every native member is bound to join the committee ungrudgingly, which will be held on fixed dates, unless prevented to do so by sheer necessity, in which case the absentee must send an explanation for his absence to the secretary. If he fail to attend at three successive meetings without sufficient cause, his name will be struck off the rolls of the members under the order of the committee, who will nominate a competent substitute. The facts of the dismissal and replacement will be published in the newspapers.

Until this system is thoroughly worked out, committees will continue to be held monthly or quarterly, and special committees may be held as occasion requires.

If any committee requires to enforce new subsidiary rules not at variance with those laid down by the Sudder Aujman Hind, a copy of the same will be sent to Sudder Aujman of the district, and the secretary of that Sudder Aujman shall circulate copies of the same to all Aujmans calling for their opinions on the subject, and on receipt of replies the resolution which the committee of the Sudder Aujman may arrive at will be carried into effect.

The members of a committee, in deciding any point which may come before them, should not be actuated by partial, inimical, envious, selfish, or malicious motives. If any person has reason to believe that a decision has been passed from any such motives as those above described, he may impeach the same before the Sudder Aujman of the district, which will pass proper orders on the subject.

Should the committee be divided in their opinion on any point before them, the opinion of the majority shall prevail, and in case the committee are equally divided, the president will have the casting vote.

Whichever member shall exert his utmost in furthering this noble cause of the public good, and by whose exertion the above rules shall be worked to success and the difficult task facilitated, he will be recompensed by receiving a certificate of good services through the Sudder Aujman Hind, and by his praiseworthy conduct being published to the world and being brought to the favorable notice of the Government.

The secretaries of all Aujmans will conduct the correspondence, give timely notice to the members of the committee of the date on which a meeting is to be held, superintend the working of the office, see that the registers of this department are properly kept up and the several returns duly prepared and punctually submitted, and will also see that the orders of the committee are properly executed and signed.

The president and vice-president will have to preside over and superintend the proceeding of the committee, exhort and encourage the people in observing the rules of the society, and sign the principal English and vernacular papers.

The vice-patron (commissioner) will be pleased to peruse the papers of the committee which are submitted to him, and to forward to the Government such of them as he may consider necessary.

The patron will be pleased to countenance and patronize the society.

From H. S. BEADON, Esq., Officiating Under-Secretary to the Government of Bengal, to the Commissioner of the Patna Division,—(No. 588, dated Fort William, the 27th February 1871.)

I AM directed to acknowledge the receipt of your letter No. 21C dated the 3rd February, submitting the proceedings of a meeting held at Airah on the 23rd December 1870, in connection with the movement which has been set on foot by Moonshee Peari Lal for the purpose of regulating the expenses of marriages among the Hindoo community.

2. I am to express the great satisfaction with which the Lieutenant-Governor has perused the report of the proceedings, and his hope that the efforts of the association which has been established may be crowned with success.

3. A letter to the address of Moonshee Peari Lal is herewith enclosed, and I am to request that it may be delivered to him.

4. The proceedings of the meeting, together with the orders of the Lieutenant-Governor, will be published in the supplement to the *Calcutta Gazette* for general information.

5. The original enclosures of your letter are herewith returned.

From RIVERS THOMPSON, Esq., Officiating Secretary to the Government of Bengal, General Department, to MOONSHEE PEARL LAL,—(No. 589, dated Fort William, the 27th February 1871.)

THE commissioner of Patna has submitted to the Lieutenant-Governor the proceedings of a meeting of European and Native gentlemen held at Airah on the 23rd December 1870, when resolutions were passed for the establishment of an association for the purpose of moderating the extravagance of marriages among Hindoos.

2. The Lieutenant-Governor has read with much interest the account of the meeting to promote a movement from which the Hindoo community generally must derive great benefit. The earnest and disinterested zeal which you have shown in this cause reflects the highest credit upon you, and I am desirous to express the Lieutenant-Governor's gratification at the success which has attended your endeavours in the Shahabad district.

Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, the 25th February 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

T. H. COWIE, Esq., *Advocate-General,*
THE HON'BLE ASHLEY EDEN,
A. R. THOMPSON, Esq.,
V. H. SCHALCH, Esq.,
MOULVY ABDOL LUTEEF KHAN BAHADOOR,
T. M. ROBINSON, Esq.,

F. F. WYMAN, Esq.,
BABOO JOTENDRO MOHUN TAGORE,
T. H. WORDIE, Esq.,
AND
BABOO DIGUMBER MITTER.

CALCUTTA MUNICIPALITY.

THE Hon'ble Ashley Eden moved for leave to bring in a Bill to amend Act VI. of 1863, passed by the Lieutenant-Governor of Bengal in Council. He said that the object of the Bill could be explained in a very few words. A reference to section 3 of Act VI. of 1863 would show that the corporation of the Justices was composed of two classes. The first class consisted of the Justices of the Peace for the whole of the provinces, that is, for Bengal, Behar, and Orissa, who happened to be at the time residents of Calcutta; and the other class consisted of the Justices of the Peace for the town of Calcutta, who were specially appointed mainly with reference to their fitness for taking a share in the municipal affairs of the town. The reason for thus constituting the municipality was, that after great consideration, when the first Municipal Act was being discussed, the most eligible body of men to whom the affairs of the town could be entrusted was the Justices of the Peace for the town as a corporate body. It so happened that at the time of the passing of the Act there were a number of public officers living in Calcutta who bore the commission of the peace for the whole of the provinces. It was inexpedient to grant to men having already a commission of the peace for the whole of Bengal a second commission giving them the power of Justices for only one city in Bengal, which was of course included in the larger commission; and the only way in which the difficulty could be got over which suggested itself to himself and Mr. Peterson, who was then a member of the Council, and who had assisted him in drawing up the scheme of a municipal corporation, was that the Justices of the Peace for the provinces who were resident in the town should also form a portion of the corporation, together with the Justices of the Peace for the town. Of course the resident Justices of the provinces were as much interested as rate-payers as any other class of the community in the affairs of the municipality. Their position is really identical with that of most of the other European residents. They are occupiers of some of the most expensive houses in the town, and many of them are residents for very many years. Arising from this double set of Justices, there had been a great deal of misunderstanding, and discussions had taken place from time to time as to the object of including these Justices for Bengal and Behar as members of the corporation. He was not prepared to admit, in spite of all that had been said on the subject, that in point of fact the arrangement had not worked satisfactorily. At the same time there is no doubt that it has exposed the Chairman of the Justices to the charge of having a body of men at his disposal who do not take much interest in the town, but who, in cases of emergency, can be called together and whipped up for a particular object. He did not believe this had been done, in fact, or that any evil result had ensued, or that there was any substantial ground for a charge of this sort; but he considered it to be obviously very desirable to get rid of any semblance of a suspicion of this kind; and the Chairman himself wished that a change should be effected in this respect.

The very existence of the name of all these ex-officio Justices on the list gave rise to a false impression, and had led the native Justices to believe that they were always in a hopeless minority; but in point of fact the minority had an existence on paper rather than in fact. What is now proposed to be done is to amend the section to this extent, that the Justices for Bengal, Behar, and Orissa, shall no longer be ex-officio members of the corporation, but that only such of them as the Lieutenant-Governor may from time to time select and specially appoint on that behalf shall be members of the corporation. Of course in doing this great care will be taken to select only those who will be likely to take an interest in the affairs of the town. At present there are a great number of Justices who, from position or other cause, are utterly incapable of taking any share in the business of the municipality. When the list is revised under the operation of this section, only men would be appointed who can take part in the business of the town; and if there is still an undue proportion of European Justices, no doubt it would then be rectified.

The motion was agreed to.

SURVEY OF STEAM VESSELS.

MR. RIVERS THOMPSON moved that the Bill to increase the fees for the survey of steam vessels be read in Council. He said the object of this Bill, as explained at the last meeting of the Council, was simply to provide for the payment of a separate fee to each of the surveyors employed for the survey of a steam vessel. The law, as it was at present, provides

for the payment of a single fee for the survey, but the practice had been for a long time to pay this fee to each of the two surveyors employed. This was found to be opposed to the exact terms of the law, and as it was necessary in most cases that two officers should be appointed for the survey of a steam vessel, it was desirable to provide that a separate fee should be paid to each of them.

The motion was agreed to.

MR. RIVERS THOMPSON then applied to the President to suspend the rules for the conduct of business to enable him to move that the Bill be taken into consideration in order to the settlement of its clauses. He said that the shortness and simplicity of the Bill made it unnecessary to refer it to a select committee for consideration.

The PRESIDENT having declared the rules suspended—

MR. RIVERS THOMPSON moved that the Bill be taken into consideration in order to the settlement of the clauses.

The motion was agreed to.

The preamble was agreed to.

Section 1 stood as follows:—

"Whenever two surveyors shall be employed in making a survey under the provisions of Act V. of 1862, passed by the Lieutenant-Governor of Bengal in Council, the owner or master of the steam vessel surveyed shall pay to each of the surveyors making the same a fee calculated on the tonnage of the vessel according to the rates in Schedule B to the said Act annexed, and such further fee as is provided in section 5 of Act I. of 1868 passed by the Lieutenant-Governor of Bengal in Council."

MR. THOMPSON said he was advised by the learned Advocate-General that it would be proper to add a few words to this section to prevent mistakes. Act V. of 1862 was restricted in its operation to the port of Calcutta. By Act I. of 1868 the provisions of Act V. of 1862 were extended to ports in the mofussil, and Act I. of 1868 was made a part of Act V. of 1862. As the section under consideration at present stood, it provided for the remuneration of two surveyors when appointed under Act V. of 1862. The addition of the words "or Act I. of 1868" was necessary to prevent doubts as to the application of the Bill to surveyors appointed for the survey of vessels elsewhere than in the port of Calcutta. It would also be necessary to insert after the words "Schedule B. to the said Act," the words "V. of 1862." He begged to move these two amendments.

The motion was carried, and the section as amended was agreed to.

Section 2 and the title were agreed to.

DRAINAGE OF DISTRICTS.

THE HON'BLE ASHLEY EDEN postponed the motion, which stood in the list of business, that the report of the select committee on the Bill to facilitate the drainage and irrigation of districts in Bengal be further considered in order to the settlement of the clauses of the Bill.

REGULATION OF LODGING-HOUSES AT POOREE.

THE HON'BLE ASHLEY EDEN also postponed the motion, which stood in the list of business, that the report of the select committee on the Bill for the better regulation of lodging-houses in Pooree be taken into consideration in order to the settlement of the clauses of the Bill.

The Council was adjourned to Saturday, the 4th March 1871.

GOVERNMENT OF BENGAL,

PUBLIC WORKS DEPARTMENT,

Irrigation Branch.

Irrigation Operations of Lower Bengal for the month of October 1870.

[illegible]

CAMP LUTCHMUTPORE, MIDNAPORE,)

T. M. KIRKWOOD,
Canal Revenue Superintendent.

The 29th December 1870.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 11th February 1871, on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total Traffic Receipts.									
	Number of passengers	Coaching receipts.			Weight carried.	Receipts.												
		Rs.	As.	P.	£	s.	d.	Mds.	Strs.	Rs.	As.	P.	£	s.	d.	£	s.	d.
Total traffic for the week	105,801½	*1,71,477	4	2	15,718	15	0	770,884	0	†4,61,808	1	3	42,607	8	2	58,326	3	2
Or per mile of railway		13½	0	4	12	5	8			343	4	4	33	6	0	45	11	6
For previous 5 weeks of half year...	489,254	7,48,809	0	1	68,640	16	6	3,127,401	20	19,30,221	6	0	177,486	19	2	246,127	15	8
Total for 6 weeks	594,645½	9,20,286	4	3	84,359	11	6	3,898,285	20	24,01,029	7	3	220,094	7	4	304,453	18	10
COMPARISON.																		
Total for corresponding week of previous year	116,208	2,03,974	0	6	18,687	12	5	673,336	20	3,79,950	1	4	34,828	15	2	53,526	7	7
Per mile of railway, corresponding week of previous year ... ..	.....	180	5	7	16	10	7	.....		335	15	1	30	15	11	47	6	6
Total to corresponding date of previous year	801,348	15,39,533	12	9	141,123	18	9	4,413,430	0	25,85,065	10	3	2,29,631	0	3	370,754	19	0

* Rs. 12,522-2-6 added on account of foreign proportions due from Delhi Railway, being short taken in weeks ending 21st January and 4th February 1871.

† Rs. 3,082-3-0 added on account of freight of locomotive coal carried on Jubbulpore line.

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 11th February 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ..	5,325	20,583 0 7	1,986 15 7	55,275 20	14,931 5 0	1,368 19 6	3,25½ 15 1
Or per mile of railway ..		92 4 10	8 9 3		66 15 6	6 2 9	14 12 0
For previous 5 weeks of half year...	27,299½	92,203 7 3	8,451 19 8	250,582 0	76,490 10 0	7,003 18 10	15,453 18 6
Total for 6 weeks ...	32,624½	1,12,786 7 10	10,338 15 3	305,857 20	91,340 15 0	8,372 18 4	18,711 18 7
COMPARISON.							
Total for corresponding week of previous year	5,102	12,351 18 9	1,132 4 9	53,214 20	13,067 7 3	1,252 17 0	2,385 1 9
Per mile of railway, corresponding week of previous year	.....	55 6 3	5 1 7	.....	61 4 7	5 12 4	10 13 11
Total to corresponding date of previous year	42,827	1,30,369 13 2	12,775 11 5	352,944 0	71,926 10 10	6,503 5 6	19,368 16 11

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 11th February 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	30,299½	19,313 11 6	1,770 8 6	91,940 28	21,377 9 1	1,937 15 6	3,728 4 0
Or per mile of railway ...	194	123 6 6	11 6 3	587 0	136 7 6	12 10 2	23 16 5
For previous 5 weeks of half year ...	143,434½	84,040 6 0	7,703 14 2	466,255 16	1,05,231 14 0	9,646 16 6	17,350 4 8
Total for 6 weeks ...	173,734	1,03,354 1 6	9,473 2 8	558,196 4	1,26,592 7 1	11,604 6 0	21,078 8 8
COMPARISON.							
Total for corresponding week of previous year	25,760	14,856 4 5	1,361 16 6	141,908 1	20,188 7 4	1,846 0 6	3,207 17 0
Per mile of railway, corresponding week of previous year	227	131 2 11	12 0 6	1,253 0	177 13 2	16 6 0	28 6 6
Total to corresponding date of previous year	170,480½	1,15,804 4 3½	10,620 17 11	635,193 23	91,448 4 1	8,382 15 1	19,003 13 0

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 11th February 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ..	9,231½	1,368 12 3	136 17 6	12,960 20	405 9 0	40 11 2	177 8 8
Or per mile of railway ...	330	48 14 2	4 17 0	463 ½	14 7 9	1 8 12	6 10 4
For previous 19 weeks of half year	118,466	28,370 1 0	1,837 0 2	203,270 8	6,670 12 6	667 5 7	2,501 1 9
Total for 20 weeks ...	127,697	29,738 13 3	1,973 17 8	216,230 28	7,076 5 6	707 16 9	2,691 10 5
COMPARISON.							
Total for corresponding week of previous year	5,298	989 8 3	90 14 1	20,845 10	726 14 3	60 12 8	167 6 9
Per mile of railway, corresponding week of previous year	189	35 5 5	3 4 10	744 0	25 15 4	2 7 7	5 12 5
Total to corresponding date of previous year	90,683½	17,043 13 6	1,562 6 10	213,087 36	7,362 6 8	674 17 11	2,237 4

**Meteorological Telegraphic Report for the period 19th to 25th
February 1871.**

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humi- dity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Feb.											
	19th	10	29.995	30.011	74.5	80.4	76	W	...	...	CK	
	16		29.867	29.885	81.8	80.5	51	S W	...	...	K	
	20th	10	29.994	30.013	73.0	63.5	50	N E	...	0.10	CS	
	16		29.865	29.883	80.3	61.3	37	N W	...	...	.....	b
	21st	10	30.031	30.050	73.0	62.0	50	S by E	...	...	.....	b
	16		29.907	29.925	80.1	61.2	36	W by S	...	...	.....	b
	22nd	10	30.025	30.044	75.0	69.5	74	W S W	...	...	.....	b
	16		29.876	29.894	85.0	70.0	44	W S W	...	...	.....	b
	23rd	10	29.944	29.962	77.3	73.3	81	S S W	...	...	OS	
SAUGOR ISLAND.	16		29.808	29.826	87.5	74.0	50	S W	...	...	.....	b
	24th	10	29.962	29.980	81.5	77.0	80	S S W	...	...	.....	Scuds from S S W
	16		29.842	29.860	89.2	78.2	52	S S W	...	...	CS	
	25th	10	29.995	30.013	79.0	73.0	73	N W	...	0.40	.....	b
	16		29.881	29.899	86.5	72.5	48	W	...	...	.....	b
	19th	10	30.006	30.012	75	72	85	E N E	4.1*	...	C, CK	b
	16		29.880	29.886	81	75	71	S S W	8.5*	...	C, K	b
	20th	10	30.010	30.016	74	68	72	N N W	5.5*	...	C, CK	b
	16		29.882	29.888	81	69	51	N	7.2*	...	C	b
	21st	10	30.012	30.018	76	67	60	E N E	8.0*	...	.....	b
CHITTAGONG.	16		29.926	29.932	80	70	58	S	0.0*	...	.....	b
	22nd	10	30.036	30.042	80	74	74	S S W	9.5*	...	K	b
	16		29.903	29.909	81	75	74	S S E	12.5*	...	.....	b
	23rd	10	29.930	29.945	81	78	86	S S W	17.1*	...	K	b
	16		29.826	29.832	82	78	82	S S E	12.1*	...	K	b
	24th	10	29.994	29.990	81	78	86	S S E	9.9*	...	K	b
	16		29.881	29.887	82	77	78	S S E	14.1*	...	KS	b
	25th	10	30.016	30.022	83	76	74	N N W	8.0*	...	.....	b, m
	16		29.878	29.884	80	76	52	N W	9.7*	...	.....	b, m
	19th	10	29.919	30.032	75	68	68	E N E	7.3*	...	K, CK	b
MADRAS.	16		29.826	29.838	79	61	54	W S W	8.1*	...	R, CK, KS	b
	20th	10	29.910	30.032	77	67	56	N	4.4*	...	CS, CK	b
	16		29.762	29.874	80	70	59	W	8.4*	...	.....	b
	21st	10	29.937	30.050	76	69	56	E N E	4.0*	...	.....	b, m
	16		29.814	29.859	82	66	38	W S W	10.0*	...	.....	b
	22nd	10	29.967	30.079	79	65	43	N	5.3*	...	.....	b
	16		29.801	29.920	83	69	42	W S W	8.3*	...	.....	b
	23rd	10	29.871	29.946	78	69	61	E S E	4.6*	...	.....	b, m
	16		?	?	84	70	46	W S W	7.7*	...	.....	b
	24th	10	29.916	30.039	80	72	60	E S E	3.8*	...	CK	b, m
CUTTACK.	16		29.847	29.958	90	72	34	W S W	6.6*	...	.....	b
	25th	10	29.961	30.013	81	73	66	S S E	3.6*	...	K	b
	16		29.844	29.956	83	75	67	S S W	13.1*	...	.....	b
	18th	10	29.963	29.993	83	75	67	S E by S	7*	...	.....	bc
	16		29.828	29.859	85	77	68	E by S	11*	...	.....	bc
	19th	10	29.974	30.01	85	75	60	E by S	8*	...	.....	bc
	16		29.817	29.877	82	70	71	E N E	13*	...	.....	bc
	20th	10	29.916	29.976	85	71	57	S S E	6*	...	.....	b
	16		29.828	29.858	84	76	67	E N E	13*	...	.....	bc
	21st	10	30.010	30.10	86	77	64	E	6*	...	.....	b
ARYAB.	16		29.893	29.923	84	71	60	N E by E	9*	...	.....	bc
	22nd	10	30.039	30.061	86	76	61	N E	9*	...	.....	bc
	16		29.909	29.939	85	75	60	N E by N	13*	...	.....	b
	23rd	10	30.013	30.013	81	72	48	E	4*	...	.....	bc
	16		29.860	29.890	83	72	56	E N E	5*	...	.....	bc
	24th	10	30.003	30.033	84	74	60	E N E	3*	...	.....	b
	16		29.895	29.925	86	74	51	N E	6*	...	.....	b
	18th	10	29.929	30.013	73	70	85	N W	...	0.50	.....	R, Fair.
	16		29.794	29.877	80	66	44	W N W	...	...	.....	Fair.
	19th	10	29.949	30.013	71	67	67	W	...	...	.....	Fair.
CUTTACK.	16		29.812	29.835	80	66	44	S S W	...	...	.....	Fair.
	20th	10	29.967	30.011	75	68	68	E N E	...	0.10	.....	Fair.
	16		29.896	29.909	78	71	69	S S W	...	...	C, CS	
	21st	10	29.957	30.011	74	69	76	N N W	...	...	K, KS	
	16		29.821	29.904	80	67	47	E	...	...	K	
	22nd	10	29.974	30.054	75	70	78	S W	...	...	N	
	16		29.923	29.906	82	68	45	S W	...	...	.....	Fair.
	23rd	10	29.880	29.909	77	73	81	W S W	...	...	.....	Fair.
	16		29.771	29.833	87	68	33	N W	...	...	.....	Fair.
	24th	10	29.918	30.001	82	75	70	E N E	...	...	.....	Fair.
ARYAB.	16		29.790	29.878	86	78	68	S S E	...	...	K, KS	
	10th	10	30.004	30.020	75	70	70	E	1	...	C	b
	16		29.861	29.876	80	71	62	W	2	...	C	b
	20th	10	29.859	29.974	77	68	60	N N E	1	...	S	b
	16		29.815	29.850	82	71	55	N W	2	...	C, CK	b
	21st	10	29.979	30.004	77	68	60	N E	1	...	.....	b
	16		29.855	29.870	82	69	48	W	3	...	.....	b
	22nd	10	30.011	30.026	76	68	56	N E	1	...	.....	b
	16		29.815	29.870	82	70	52	N W	2	...	.....	b
	23rd	10	29.909	29.984	77	67	56	N E	1	...	.....	b
ARYAB.	16		29.857	29.872	85	72	50	N W	2	...	.....	b
	24th	10	30.009	30.024	77	69	64	E	1	...	C	b
	16		29.895	29.910	86	70	61	N W	1	...	C	b
	25th	10	30.013	30.028	79	71	65	E	1	...	C, CK	b
	16		29.907	29.922	85	76	64	N W	2	...	.....	b

* Velocity of wind in miles per hour.

CALCUTTA,
The 25th February 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISION.	Stations.	Rainfall from 6th to 12th Feb. 1871.	Rainfall from 13th to 18th Feb. 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	Nil	0.50	0.50	10th Feb. 1871.	
	ditto { Jail ...	ditto	0.48	0.48	ditto.	
	False Point ...	ditto	Not received	Nil	12th Feb. 1871.	
	Jagipore ...	ditto	Nil	ditto	10th Feb. 1871.	
	Kendraparah ...	ditto	Not received	ditto	12th Feb. 1871.	
	Jugutsingapore ...	Not received	ditto	ditto	5th Feb. 1871.	
	Sumbulpore ...	ditto	ditto	...	...
	Balasore ...	Nil	0.35	0.35	10th Feb. 1871.	
CHOTA NAGPORE.	Bhuddruck ...	ditto	0.24	0.24	ditto.	
	Pooner ...	ditto	0.65	0.65	ditto.	
	Khoordah ...	ditto	Not received	Nil	12th Feb. 1871.	
	Hazareebangh ...	ditto	0.20	0.20	10th Feb. 1871.	
	Burhee ...	Not received	Not received	0.01	22nd Jan. 1871.	
	Pachaniba ...	Nil	0.08	0.08	10th Feb. 1871.	
	Ranchee ...	ditto	Not received	Nil	12th Feb. 1871.	Not received 1st January.
	Palarnow ...	ditto	ditto	ditto	ditto.	
PATNA.	Purulia ...	ditto	0.08	0.08	10th Feb. 1871.	
	Gobindpore ...	Not received	Not received	...	...
	Chyebassa ...	Nil	0.66	0.66	10th Feb. 1871.	
	Patna ...	ditto	0.02	0.07	ditto.	
	Behar ...	ditto	Not received	Nil	12th Feb. 1871.	
	Barh ...	ditto	ditto	0.80	ditto.	
	Dinapore ...	ditto	Nil	Nil	10th Feb. 1871.	
	Gya ...	Not received	Not received	ditto	15th Jan. 1871.	
BRACHUPPORE.	Sherghotty ...	Nil	ditto	ditto	12th Feb. 1871.	
	Nowadah ...	ditto	ditto	ditto	ditto.	
	Arungabad ...	Not received	ditto	ditto	22nd Jan. 1871.	
	Chumpanun ...	Nil	ditto	ditto	12th Feb. 1871.	
	Chuprah ...	ditto	ditto	ditto	ditto.	
	Sewan ...	ditto	ditto	ditto	ditto.	
	Muzafferpore ...	ditto	0.50	0.50	10th Feb. 1871.	
	Durhlangah ...	ditto	Not received	0.05	12th Feb. 1871.	Not received 30th Jan. to 5th Feb.
RAJSHAHY.	Sectamarree ...	ditto	0.10	0.10	10th Feb. 1871.	Not received 10th to 22nd Jan.
	Taipore ...	Not received	Not received	0.01	22nd Jan. 1871.	
	Arrah ...	Nil	0.01	0.01	10th Feb. 1871.	
	Buxar ...	ditto	0.03	0.03	ditto.	
	Sasseram ...	ditto	Nil	Nil	ditto.	
	Bhubhoah ...	Not received	Not received	...	...
	Benares ...	Nil	ditto	Nil	12th Feb. 1871.	
	Bhangulpore ...	ditto	0.27	0.27	10th Feb. 1871.	
BURDWAN.	Mudhrypoorah ...	ditto	0.80	0.80	ditto.	
	Banka ...	ditto	Not received	Nil	10th Feb. 1871.	
	Monghyr ...	ditto	0.16	0.16	10th Feb. 1871.	
	Jamooie ...	ditto	0.35	0.35	ditto.	Not received 30th Jan. to 5th Feb.
	Begoesari ...	ditto	Not received	Nil	12th Feb. 1871.	Not received 30th Jan. to 5th Feb.
	Deoghur ...	ditto	Nil	ditto	10th Feb. 1871.	From 13th Feb.
	Jamtara ...	Not received	ditto	ditto	ditto.	From 13th Feb.
	Rajmehal ...	ditto	0.60	0.60	ditto.	
BURDWAN.	Purneah ...	Nil	0.34	0.34	ditto.	
	Rampore Beaulab ...	ditto	0.02	0.02	ditto.	
	Nattore ...	ditto	Not received	Nil	12th Feb. 1871.	
	Hograh ...	ditto	Nil	ditto	10th Feb. 1871.	
	Dinapore ...	ditto	0.82	0.82	ditto.	
	Maldah ...	ditto	0.02	0.02	ditto.	
	Berhampore ...	ditto	0.02	0.02	ditto.	
	Jungipore ...	ditto	0.12	0.12	ditto.	From 16th Jan.
BURDWAN.	Lalbagh ...	ditto	0.06	0.06	ditto.	
	Pubna ...	ditto	Nil	Nil	ditto.	
	Coomercolly ...	ditto	Not received	ditto	12th Feb. 1871.	
	Seragunge ...	ditto	0.35	0.35	10th Feb. 1871.	
	Rangpore ...	ditto	Nil	Nil	ditto.	Not received 23rd Jan. to 5th Feb.
	Bhowangunge ...	ditto	Not received	ditto	12th Feb. 1871.	From 22nd Jan.
	Titalya ...	ditto	0.03	0.01	10th Feb. 1871.	
	Burdwan ...	ditto	0.03	0.03	ditto.	
BURDWAN.	Cutwa ...	ditto	Not received	Nil	12th Feb. 1871.	
	Culna ...	ditto	ditto	ditto	ditto.	
	Hood-Bood ...	ditto	0.12	0.12	10th Feb. 1871.	
	Bancoorah ...	ditto	0.13	0.13	ditto.	
	Raneegunge ...	ditto	0.06	0.06	10th Feb. 1871.	
	Sooree ...	ditto	0.09	0.09	ditto.	Not received 30th Jan. to 5th Feb.
	Hooghly ...	ditto	Nil	Nil	ditto.	
	Howrah ...	ditto	0.22	0.22	ditto.	
BURDWAN.	Midnapore ...	ditto	0.15	0.15	ditto.	
	Contai ...	Not received	Not received	Nil	15th Jan. 1871.	Not received 1st Jan.
	Gurbetta ...	Nil	0.10	0.10	10th Feb. 1871.	Not received 9th Jan. to 5th Feb.
	Tumlook ...	Not received	0.12	0.12	ditto.	Not received 16th to 29th Jan. and 6th to 12th Feb.
BURDWAN.	Kishnaghur ...	Nil	0.09	0.09	ditto.	
	Bongong ...	ditto	Not received	Nil	12th Feb. 1871.	
	Kanaghat ...	ditto	0.50	0.50	10th Feb. 1871.	
	Meharpore ...	ditto	Not received	0.50	12th Feb. 1871.	
	Choadangah ...	Not received	ditto	Nil	29th Jan. 1871.	
	Kooshleah ...	Nil	0.05	0.05	10th Feb. 1871.	
	Jessore ...	ditto	0.10	0.10	ditto.	
	Sauror Island ...	ditto	0.30	0.30	ditto.	
BURDWAN.	Calcutta ...	ditto	0.25	0.25	ditto.	

Divisions.	Stations.	Rainfall from 6th to 12th Feb. 1871.	Rainfall from 13th to 19th Feb. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY. (Continued)	Alipore { Jail ...	Nil	0 30	0 30	19th Feb. 1871.	
	Alipore { Dispensary ...	ditto	0 30	0 30	ditto.	
	Barrackpore ...	ditto	Not received	Nil	12th Feb. 1871.	
	Dum Dum ...	ditto	ditto	ditto	ditto.	
	Barasat ...	ditto	ditto	ditto	ditto.	
	Satkhherah ...	ditto	ditto	ditto	ditto.	
	Busseerhant ...	ditto	ditto	ditto	ditto.	
	Diamond Harbour ...	ditto	ditto	ditto	ditto.	
	Barrapore ...	ditto	ditto	ditto	ditto.	
	Dacca { Telegraph Office ...	ditto	0 24	0 24	19th Feb. 1871.	
Dacca.	Dacca { Jail ...	ditto	Nil	Nil	ditto.	Not received 10th to 22nd Jan.
	Burrisaul ...	ditto	0 03	0 03	ditto.	
	Dowlat Khan ...	ditto	Nil	Nil	ditto.	
	Perozepore ...	ditto	0 80	0 80	ditto.	
	Madaripore ...	ditto	0 18	0 18	ditto.	
	Furzedpore ...	ditto	0 17	0 17	ditto.	
	Mymensing ...	ditto	Not received	Nil	12th Feb. 1871	Not received 23rd Jan. to 6th Feb.
	Jamalpore ...	ditto	ditto	ditto	ditto.	
	Atteah ...	ditto	0 80	0 80	19th Feb. 1871.	
	Kishorgunge ...	ditto	0 31	0 31	ditto.	
CHITTAGONG.	Sylhet ...	ditto	0 92	0 92	ditto.	
	Cachar ...	ditto	1 50	1 50	ditto.	
	Chittagong { Telegraph Office ...	ditto	Nil	Nil	ditto.	
	Chittagong { Jail ...	ditto	Not received	ditto	12th Feb. 1871.	
	Cox's Bazar ...	ditto	ditto	ditto	ditto.	
	Kangamata Hill ...	Not received	ditto	ditto	5th Feb. 1871.	
	Noakhally ...	Nil	0 15	0 15	10th Feb. 1871.	
	Tipperah ...	ditto	Nil	Nil	ditto.	
	Brahmanbariah ...	ditto	Not received	ditto	12th Feb. 1871.	
	Akyab ...	ditto	Nil	ditto	10th Feb. 1871.	
COOCH BEHAR.	Buxa ...	ditto	0 70	0 70	ditto.	
	Gowalparah ...	ditto	Not received	Nil	12th Feb. 1871.	
	Dhobree ...	Not received	ditto	...	...
	Toora (Garó Hills) ...	Nil	ditto	Nil	12th Feb. 1871.	
	Darjeeling { Telegraph Office ...	Not received	ditto	ditto	31st Jan. 1871.	
	Darjeeling { Jail ...	Nil	0 64	0 64	19th Feb. 1871.	
	Rungbee ...	Not received	Not received	...	...	Not recorded.
	Teraí ...	ditto	ditto	...	...
	Falacottah ...	Nil	0 03	0 03	10th Feb. 1871.	
	Julpigoorie ...	ditto	0 17	0 17	ditto.	
ASSAM.	Boda ...	Not received	0 02	0 02	ditto	Not received 30th Jan. to 12th Feb.
	Tespore ...	Nil	Not received	Nil	12th Feb. 1871.	
	Nowgong ...	ditto	ditto	ditto	ditto	Not received 6th to 16th Jan.
	Mungledye ...	ditto	ditto	ditto	ditto	From 30th Jan
	Burpettah ...	ditto	ditto	ditto	ditto.	
	Cow hatty ...	ditto	ditto	ditto	ditto	Not received 1st Jan.
	Sebsaugor ...	0 06	ditto	0 31	ditto.	
	Golghat ...	0 01	ditto	0 01	ditto	Not received 23rd to 29th Jan.
	Nazeralah ...	0 22	ditto	0 39	ditto.	
	Debraoughur ...	0 06	ditto	2 01	ditto.	
	Sudya ...	1 22	ditto	1 45	ditto	ditto ditto.
	Shillong ...	Nil	ditto	0 61	ditto.	
	Jowai ...	Not received	ditto	Nil	5th Feb. 1871.	
	Samuogoodting ...	ditto	ditto	0 50	ditto.	

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.
 CALCUTTA,
 The 25th February 1871.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 15th to 21st February 1871.

MONTH.	Date.	Mean reduced barometer.	THERMOMETER.		Max. solar radiation.	Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	GENERAL REMARKS.
			Highest reading.	Lowest reading.						Prevailing direction.	Max. pressure.	Daily velocity.		
		Inches.	°	°	°	°	°	°				Miles.	Inches	
Feb.	15th	29.885	90.5	70.0	140.0	78.8	68.9	62.0	0.58	S S W & S W	...	120.0	...	Clear.
	16th	872	86.8	68.9	141.3	76.9	69.2	63.8	0.65	S W & variable.	...	165.5	...	Clear and calm. A smart shock of earthquake felt at 5-14 A.M.
	17th	916	74.0	60.7	...	60.9	65.7	62.3	0.78	Variable	...	132.0	0.25	Cirrostratus and overcast. Rain at 11 and 12 A.M. and 1 and 6 P.M.
	18th	901	80.0	65.5	136.2	72.0	66.0	62.8	0.71	W	...	131.3	...	Chiefly clear.
	19th	928	82.0	66.5	141.3	73.0	67.7	63.6	0.72	W by N & S W	...	96.1	0.10	Cirrostratus, cirro-cumuli, and cumuli. High wind between 8½ to 8¾ P.M. Lightning from 7 to 9 and at 11 P.M. Thunder and rain at 8 P.M.
	20th	926	80.4	66.0	135.5	72.2	64.8	58.9	0.65	S W & W by N	...	111.9	...	Chiefly clear. Slightly foggy from 0 to 11 P.M.
	21st	955	80.1	62.0	140.0	71.3	62.5	55.5	0.59	W N W & W by S	...	100.0	...	Clear. Slightly foggy at midnight and 1 A.M.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	28.5
The max. temperature during the past seven days	...	90.5
The max. temperature during the corresponding period of the past year	...	85.5
The mean humidity during the past seven days	...	0.67
The mean humidity during the corresponding period of the past year	...	0.53

		Inches.
The total fall of rain from 15th to 21st	by lower rain gauge	0.35
	by anemometer gauge	0.29
Ditto ditto, average of 17 previous years	...	0.07
Ditto between the 1st January and the 21st February	...	0.85
Ditto ditto ditto, average of 17 years	...	1.18

GOPEENAUTH SEN,
In charge of the Observatory.

The 24th February 1871.

**Abstract of the Results of the Hourly Meteorological Observations taken
at the Surveyor-General's Office, Calcutta, in the month of
January 1871.**

LATITUDE 22° 33' 1" north, longitude 88° 20' 34" east. Height of the cistern of the standard barometer above the sea level, 18·11 feet.

MONTHLY RESULTS.

Mean height of the barometer for the month	...	...	...	Inches.
Max. height of the barometer occurred at 9 A.M. on the 27th	...	...	...	29·988
Min. height of the barometer occurred at 4 P.M. on the 1st	...	...	...	30·148
Extreme range of the barometer during the month	...	...	...	29·843
Mean of the daily max. pressures	...	...	...	0·305
Ditto ditto min. ditto	...	...	...	30·062
Mean daily range of the barometer during the month	...	...	...	29·926
				0·186
Mean dry bulb thermometer for the month	...	...	...	°
Max. temperature occurred at 3 P.M. on the 1st	...	...	...	67·6
Min. temperature occurred at 7 A.M. on the 5th	...	...	...	81·6
Extreme range of the temperature during the month	...	...	...	54·0
Mean of the daily max. temperature	...	...	...	27·6
Ditto ditto min. ditto	...	...	...	77·1
Mean daily range of the temperature during the month	...	...	...	59·8
				17·3
Mean wet bulb thermometer for the month	...	...	...	60·9
Mean dry bulb thermometer above mean wet bulb thermometer	...	...	...	6·7
Computed mean dew-point for the month	...	...	...	55·5
Mean dry bulb thermometer above computed mean dew-point	...	...	...	12·1
				Inches.
Mean elastic force of vapour for the month	...	...	...	0·450
				Troy grain.
Mean weight of vapour for the month	...	...	...	4·98
Additional weight of vapour required for complete saturation	...	...	...	2·46
Mean degree of humidity for the month, complete saturation being unity	...	...	...	0·67
Mean max. solar radiation thermometer for the month	...	...	...	°
				132·4
				Inches.
Drizzled 1 day.—max. fall of rain during 24 hours	...	...	...	Nil
Total amount of rain during the month	...	...	...	Nil
Total amount of rain indicated by the gauge* attached to the anemometer during	...	...	...	} Nil
the month	...	...	...
Prevailing direction of the wind	...	...	...	W N W & W

* Height 70 feet 10 inches above ground.

GOPENAUTH SEN,
In charge of the Observatory.

The 22nd February 1871.

No. 10



of 1871

SUPPLEMENT TO
The Calcutta Gazette.

WEDNESDAY, MARCH 8, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE

Approximate Return of Traffic for week ended 18th February 1871, on 1,279½ miles open

	COACHING TRAFFIC			MERCHANDISE AND MINERAL TRAFFIC			Total Traffic Receipts.
	Number of passengers	Coaching receipts		Weight carried	Receipts		
		Rs As P	£ s d		Mds Srs	Rs As P	£ s d
Total traffic for the week	118,197	103,916 11 11	17,222 10 8	753,933 0	4,307,960 9 0	30,098 7 1	57,710 17 9
Or per mile of railway		171 1 5	15 17 0		340 15 1	31 5 1	45 2 1
For previous 6 weeks of half year	594,154	9,20,286 4 3	84,111 6	1,814,281 20	25,01,021 7 3	220,094 7 4	304,453 18 10
Total for 7 weeks	712,841	11,17,623 0 0	102,042 2 2	4,151,172 3	26,37,266 40 3	240,042 14 5	362,106 16 7
(COMPARISON)							
Total for corresponding week of previous year	106,230	1,83,971 14 7	10,800 1 10	711,367 30	1,79,523 2 8	14,780 12 6	51,588 14 4
Per mile of railway, corresponding week of previous year		162 2 2	14 17 3		145 0 0	30 16 2	45 12 5
Total for corresponding date of previous year	907,587	17,22,905 11 3	1,79,110 7	5,14,787 30	28,81,588 12 11	264,420 12 9	422,357 13 4

* Rs 637 added to account of foreign proportions due from Delhi Railway and Jubbulpore station being short taken in weeks ending 4th and 11th February 1871

EAST INDIAN RAILWAY—JUBBULPORE LINE

Approximate Return of Traffic for week ended 18th February 1871, on 223 miles open.

		Rs As P	£ s d	Mds Srs	Rs As P	£ s d	£ s d
Total traffic for the week	5 089½	10 453 15 0	1 819 18 10	61,204 0	18 383 6 0	1 071 17 11	3 404 18 9
Or per mile of railway		80 0 6	8 4 2		82 0 6	7 10 5	15 13 7
For previous 6 weeks of half year	33 (34)	1 12 766 7 13	10 918 15 3	905 077 20	91 310 1 0	8 372 19 4	18 711 15 7
Total for 7 weeks	37 714	1 22 100 6 10	12 174 14 1	3 77 061 20	1 00 714 5 0	10 044 11 9	22 204 10 4
COMPARISON							
Total for corresponding week of previous year	4 300	21 773 4	1 766 1 6	50 203 0	12 365 3 6	1 133 0 7	1 100 11 1
Per mile of railway, corresponding week of previous year		90 10 0	8 17 3		55 7 2	5 1 8	13 18 11
Total for corresponding date of previous year	47 136	1 60 927 0 6	14 771 12 11	903 407 0	84 791 14 3	7 720 15 1	22 478 8 0

EASTERN BENGAL RAILWAY

Approximate Return of Traffic for week ended 18th February 1871 on 150½ miles open

		Rs As P	£ s d	Mds Srs	Rs As P	£ s d	£ s d
Total traffic for the week	2,841½	1,15,100 0	1,817 13 2	11,811	25,751 11 3	2,349 9 3	4,176 3 5
Or per mile of railway		12 11	11 12 3	710 0	164 6 5	17 1 6	26 13 8
For previous 6 weeks of half year	17,314	1,03,744 1 6	9,154 2 5	7,519 4	1,16,023 7 1	11,604 6 0	21,078 8 4
Total for 7 weeks							
COMPARISON	20,155½	1,16,844 1 6	11,011 15 10	19,330 4	1,31,774 8 4	13,954 15 3	25,254 11 1
Total for corresponding week of previous year at	2,821	17,096 11 4	1,717 4 4	11,783 2	14,144 9 9	1,681 8 0	3,270 13 1
Per mile of railway, corresponding week of previous year		150 1 6	13 16 9	1,040 0	140 3 9	14 13 9	24 10 6
Total for corresponding date of previous year	19,511½	1,75,961 2 2	1,744 2 3	7,207 2	1,03,594 13 10	10,044 11 10	22,294 6 1

CALCUTTA AND SOUTH EASTERN STATE RAILWAY

Approximate Return of Traffic for week ended 18th February 1871 on 24 miles open

		Rs As P	£ s d	Mds Srs	Rs As P	£ s d	£ s d
Total traffic for the week	9084½	1 45 10 0	128 5 4	11 10 30	478 8 6	45 13 1	174 18 5
Or per mile of railway		1 13 0	4 11 9	707 11	16 4 11	1 12 7	6 4 4
For previous 6 weeks of half year	1 741 ½	1 74 11 1	11 3 17 8	218 206 24	7 078 5 6	707 12 9	2 681 10 6
Total for 7 weeks	18 760	11 071 1 0	10 3 1 0	30 476 15	7 552 14 0	743 5 10	2 855 8 10
COMPARISON							
Total for corresponding week of previous year	6 141	80 10 9	68 1 6	1 930 30	518 14 9	47 11 4	185 13 10
Per mile of railway corresponding week of previous year	14	14 6 0	3 11	611 0	14 8 6	1 14 0	4 16 11
Total for corresponding date of previous year	95 444	15 000 9 3	1 600 8 4	231 027 26	7 881 5 5	721 9 3	2 878 17 7

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for Week ended 25th February 1871 on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.				
		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.		
Total traffic for the week ...	114,570½	*1,64,750 12 10	15,102 3 2	640,610 20	3,39,411 2 0	31,112 13 8	40,214 16 10		
Or per mile of railway		124 12 2	11 10 1		205 4 4	24 0 4	30 2 6		
For previous 7 weeks of half-year	712,812½	11,13,623 0 2	102,082 2 2	4,651,917 20	28,37,240 0 3	260,082 14 5	362,164 16 7		
Total for 8 weeks ...	827,413	12,78,373 13 0	117,194 5 4	5,301,267 0	31,76,677 2 3	291,195 8 1	408,379 13 5		
COMPARISON.									
Total for corresponding week of previous year	107,215½	1,71,505 14 7	16,721 7 6	714,599 10	3,55,923 4 7½	32,626 6 0	49,347 13 6		
Per mile of railway corresponding week of previous year	...	151 10 3	18 18 0	...	314 11 2	28 10 11	42 14 11		
Total to corresponding date of previous year	1,014,832½	18,94,411 9 11	173,654 8 1	5,839,387 0	32,40,513 1 6½	297,046 18 9	470,791 6 10		

* Rs. 8,407-1-2 added, being short taken in last week for missing return.

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for Week ended 25th February 1871 on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ..	4,643½	19,810 9 0	1,815 19 5	71,673 0	18,419 6 0	1,688 8 10	3,504 8 3
Or per mile of railway ..	.. ..	88 13 4	8 2 11	..	82 9 7	7 11 5	15 14 4
For previous 7 weeks of half-year	37,714	1,32,640 6 10	12,158 14 1	367,061 20	1,09,634 5 0	10,040 18 3	22,208 10 4
Total for 8 weeks ..	42,357½	1,52,450 15 10	13,974 13 0	438,734 20	1,28,053 11 0	11,738 5 1	25,712 18 7
COMPARISON.							
Total for corresponding week of previous year	4,623	14,709 2 2	1,318 0 9	53,004 20	16,325 9 3	1,496 10 3	2,844 17 0
Per mile of railway corresponding week of previous year	.. ..	65 15 4	6 0 11	..	73 3 4	6 14 3	12 15 2
Total to corresponding date of previous year	51,759	1,76,838 2 8	16,099 19 8	356,211 20	1,00,617 7 7	9,223 5 4	25,323 5 0

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for Week ended 25th February 1871 on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ..	1,439½	19,746 9 6	1,910 2 1	117,292 38	23,915 12 6	2,192 5 7	4,002 7 8
Or per mile of railway ..	.. ..	126 2 10	11 11 4	749 0	152 13 1	14 0 2	25 11 6
For previous 7 weeks of half-year	10,559	1,21,183 1 6	11,291 15 10	674,957 24	1,52,321 2 4	13,962 15 3	25,254 11 1
Total for 8 weeks ..	12,000	1,40,932 1 0	13,101 17 11	791,350 22	1,70,236 14 10	16,155 0 10	29,256 18 9
COMPARISON.							
Total for corresponding week of previous year	25,979	1,5,553 15 7	1,699 2 8	111,018 38	18,110 3 1	1,660 2 0	3,350 4 8
Per mile of railway corresponding week of previous year	229	163 10 0	15 0 1	980 0	159 14 7	14 13 2	29 13 3
Total to corresponding date of previous year	221,729½	1,51,497 2 2½	13,847 4 11	863,094 23	1,27,705 0 11	11,706 5 10	25,503 10 9

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 25th February 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ..	8,790½	1,209 10 6	123 19 4	14,005 0	454 2 3	45 8 3	172 7 7
Or per mile of railway ..	311	43 5 6	4 10 11	500 0	16 3 2	1 12 2	6 3 1
For previous 21 weeks of half year	130,780	31,621 8 0	2,102 3 0	230,436 18	7,532 14 0	753 5 10	2,853 8 10
Total for 22 weeks ..	140,480½	32,291 2 0	2,229 2 4	244,401 18	7,987 0 3	799 14 1	3,027 16 5
COMPARISON.							
Total for corresponding week of previous year	5,127	1,079 10 6	98 10 4	13,809 0	1,461 10 6	133 19 9	233 19 1
Per mile of railway, corresponding week of previous year	183	38 8 11	3 10 8	493 0	52 3 2	4 15 9	8 6 5
Total to corresponding date of previous year	101,015	10,084 3 9	1,719 7 8	244,836 26	9,342 15 11	866 9 0	2,605 16 8

Meteorological Telegraphic Report for the period 26th February to 4th March 1871.

STATION.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER		Humidity Sat = 100	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Feb. 26th	10	29.990	30.008	75.5	61.0	50	N N W	...	...	...	b
		16	29.944	29.962	82.0	68.8	42	W by S	...	...	...	b
	27th	10	29.982	29.990	76.2	61.6	41	N W	...	...	...	b
		16	29.836	29.854	82.2	67.2	29	W	...	...	...	b
	28th	10	29.981	29.999	77.2	70.5	70	W by S	...	...	...	b
	March 1st	10	29.841	29.859	85.4	68.4	37	W S W	...	...	CK, K	Scuds from S W
		16	29.950	29.968	79.7	75.7	82	S W	...	...	...	d
		16	29.826	29.844	82.9	75.4	69	S W	...	3.25	K	d
	2nd	10	29.982	30.001	64.0	68.8	64	E S E	...	0.13	...	d
		16	29.912	29.931	70.4	68.5	80	N	...	1.55	K	d
	3rd	10	29.891	29.910	69.0	67.2	80	E	...	0.30	...	d
		16	29.789	29.808	70.4	69.5	64	S E	...	0.18	K	d
SAVON ISLAND.	Feb. 26th	10	29.904	30.010	80	70	59	N W	7.7*	...	...	b
		16	29.864	29.880	85	73	54	W S W	10.9*	...	...	b
	27th	10	29.970	29.976	79	70	61	N W	8.0*	...	...	b
		16	29.840	29.846	86	69	38	N W	9.8*	...	CK	b
	28th	10	29.987	29.993	81	76	78	N W	7.1*	...	KS	b
	March 1st	10	29.800	29.866	82	75	70	S	8.4*	...	N	b
		16	29.968	29.974	83	78	78	S	12.2*	...	KS	b
		16	29.844	29.850	84	78	75	S	14.4*	...	N	d
	2nd	10	29.988	29.994	77	74	86	N W	8.5*	0.60	N	d, o, v
		16	29.892	29.898	70	69	84	N E	14.0*	0.10	N	d, o, v
	3rd	10	29.878	29.884	71	70	91	E N E	9.1*	1.70	N	d, o, v
		16	29.785	29.791	74	73	85	S	9.7*	0.80	N	d, o, v
CHITTAGONG.	Feb. 26th	10	29.911	30.022	85	77	68	S E	4.0*	...	K	b
		16	29.778	29.801	76	67	60	S	12.1*	...	K	b
	27th	10	29.881	29.892	83	72	58	N E	5.3*	...	...	b
		16	29.714	29.855	83	73	60	S W	8.2*	...	...	b
	28th	10	29.903	30.014	83	63	27	W N W	4.5*	...	...	b
	March 1st	10	29.791	29.802	85	63	23	W	9.7*	...	K	b
		16	29.923	30.034	86	78	51	S W	5.7*	...	...	b
		16	29.813	29.924	84	75	64	W	11.5*	...	KS	d, g
	2nd	10	29.907	30.081	72	71	95	S W	5.4*	0.20	KS	d, g
		16	29.847	29.861	71	69	80	N	7.1*	0.10	...	d, g
	3rd	10	29.897	30.013	68	65	94	N N E	7.1*	0.70	...	r, o
		16	29.828	29.943	65	63	89	W	10.0*	0.20	...	r, o
MADRAS.	Feb. 26th	10	29.917	29.829	78	73	77	E S E	6.9*	0.20	...	b, v
		16	29.927	30.057	83	74	63	E N E	5*	...	...	b, m
	26th	10	29.903	29.999	80	72	44	N E by N	7*	...	...	bc
		16	29.903	30.033	84	75	64	N E	5*	...	...	bc
	27th	10	29.889	29.919	85	77	68	N E	7*	...	...	bc
		16	29.954	29.984	87	77	61	N N E	10*	...	...	bc
	28th	10	29.810	29.870	87	78	65	N N E	13*	...	...	bc
	March 1st	10	29.973	30.002	86	77	64	E by S	8*	0.02	...	bc
		16	29.856	29.886	81	77	71	E by S	11*	...	...	bc
		16	29.901	30.031	86	76	61	S E by E	11*	...	...	b
	2nd	10	29.859	29.889	85	76	64	E S E	13*	...	...	bc
		16	29.892	30.012	85	76	64	S	10*	...	...	bc
CUTTACK.	Feb. 26th	10	29.829	29.859	86	77	64	E by S	13*	...	...	bc
		16	29.831	29.861	87	75	55	S S E	13*	...	...	bc
	27th	10	29.771	29.801	85	78	71	E S E	10*	...	...	bc
		16	29.965	30.049	82	75	78	E N E	...	...	K	Fair.
	28th	10	29.909	29.991	88	72	43	S W	...	...	K, KS, N	Fair.
		16	29.901	30.014	81	66	41	W N W	...	...	...	Fair.
	27th	10	29.796	29.878	86	66	20	S W	...	...	...	Fair.
		16	29.919	30.002	78	63	30	E	...	...	...	Fair.
	28th	10	29.781	29.840	89	64	10	N	...	...	...	Fair.
		16	29.916	30.029	78	73	77	S S W	...	...	KS	Fair.
	March 1st	10	29.805	29.887	86	72	48	S S E	...	...	C, K	Fair.
		16	29.880	29.962	83	76	71	S S W	...	...	...	Fair.
ARAB.	Feb. 26th	10	29.754	29.836	86	76	61	S S E	...	...	...	d
		16	29.896	29.979	77	72	77	W	...	...	N	o, d
	27th	10	29.833	29.916	77	73	81	S S E	...	0.10	N	o
		16	29.839	29.919	77	74	66	S W	...	...	CK	o
	28th	10	29.719	29.802	80	74	74	S S E	...	...	...	o
		16	29.983	29.998	79	74	77	S E	1	...	K	b
	27th	10	29.923	29.938	83	76	71	W	2	...	K	b
		16	29.989	30.004	77	73	61	E S E	1	...	K	b
	28th	10	29.843	29.858	83	74	63	S W	1	...	K	b
		16	29.803	29.818	79	73	73	N E	1	...	K	b
	March 1st	10	29.893	29.908	83	74	63	N W	2	...	K	b
		16	29.914	30.029	75	67	63	E N E	4	...	...	b
ARAB.	2nd	10	29.895	29.910	82	74	66	W	1	...	K	b
		16	29.916	30.031	78	72	73	S E	1	...	K, CK	b
	3rd	10	29.913	29.928	83	75	67	W	2	...	K, CK	b
		16	29.913	29.928	79	73	73	S	...	...	K, CS	g
	4th	10	29.861	29.876	80	76	82	S W	1	...	KS	g
		16	29.923	29.938	79	73	73	S W	3	...	KS	g
		16	29.839	29.854	77	72	77	W	1	0.60	KS	g

* Velocity of wind in miles per hour.

CALCUTTA,
The 4th March 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISION.	Stations.	Rainfall from 1st to 19th Feb. 1871.	Rainfall from 20th to 26th Feb. 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	0.50	0.10	0.60	26th Feb. 1871.	Not received 6th to 12th Feb.
	False Point Jail ...	0.46	0.10	0.56	ditto.	
	Jagipore ...	0.30	Not received	0.30	19th Feb. 1871.	
	Kendraparah ...	Nil	ditto	Nil	ditto.	
	Jugutainingpore ...	0.20	ditto	0.20	ditto.	
	Simbhipore ...	2.50	ditto	2.50	ditto.	
	Balsore ...	Not received	ditto	Nil	12th Feb. 1871.	
	Bhadruck ...	0.85	0.30	0.65	26th Feb. 1871.	
CHOTA NAGPORE.	Poorce ...	0.21	Nil	0.27	ditto.	Not recorded.
	Khoordah ...	0.65	Not received	0.65	19th Feb. 1871.	
	Hazarobaugah ...	0.46	ditto	0.45	ditto.	
	Burhee ...	0.20	Nil	0.20	26th Feb. 1871.	
	Pachamba ...	Not received	Not received	0.01	22nd Jan. 1871.	
	Rancheo ...	0.08	0.01	0.09	26th Feb. 1871.	
	Palanow ...	Not received	Nil	Nil	ditto.	
	Purulia ...	0.24	Not received	0.24	19th Feb. 1871.	
PATNA.	Gobindpore ...	0.08	Nil	0.08	26th Feb. 1871.	Not received 13th to 19th Feb.
	Chyebassa ...	Not received	Not received	0.08	26th Feb. 1871.	
	Patna ...	0.02	Nil	0.07	ditto.	
	Behar ...	0.26	Not received	0.26	19th Feb. 1871.	
	Barh ...	Not received	ditto	0.80	12th Feb. 1871.	
	Dinapore ...	Nil	Nil	Nil	26th Feb. 1871.	
	Gya ...	Not received	Not received	ditto	15th Jan. 1871.	
	Sherghotty ...	ditto	ditto	ditto	12th Feb. 1871.	
BHANGULPORE.	Nowadah ...	ditto	ditto	ditto	ditto.	Not received 30th Jan. to 5th Feb. Not received 16th to 22nd Jan.
	Arunghabad ...	ditto	ditto	ditto	22nd Jan. 1871.	
	Champuram ...	Nil	0.18	0.18	26th Feb. 1871.	
	Chupiah ...	ditto	Nil	Nil	ditto.	
	Sewan ...	Not received	0.80	0.80	ditto.	
	Mozuffernore ...	0.50	0.10	0.60	ditto.	
	Durbhangah ...	Nil	0.01	0.06	ditto.	
	Sectanaree ...	0.10	0.20	0.30	ditto.	
RAJSHY.	Tapure ...	Not received	Not received	0.01	22nd Jan. 1871.	From 13th Feb. From 12th Feb.
	Ariah ...	0.01	Nil	0.01	26th Feb. 1871.	
	Pinar ...	0.03	ditto	0.03	ditto.	
	Sasaram ...	Nil	Not received	Nil	19th Feb. 1871.	
	Bhubhoah ...	ditto	Nil	ditto	26th Feb. 1871.	
	Benares ...	0.20	Not received	0.20	19th Feb. 1871.	
	Bhangulpore ...	0.27	Nil	0.27	26th Feb. 1871.	
	Mudheypoorah ...	0.80	0.55	1.35	ditto.	
BURDWAN.	Banka ...	Not received	Nil	Nil	ditto.	Not received 13th to 19th Feb. Not received 30th Jan. to 5th Feb. Ditto ditto.
	Monghyr ...	0.16	ditto	0.16	ditto.	
	Jamsoe ...	0.35	Not received	0.35	19th Feb. 1871.	
	Begoonari ...	0.40	ditto	0.10	ditto.	
	Deoghri ...	Nil	Nil	Nil	26th Feb. 1871.	
	Jamtara ...	ditto	ditto	ditto	ditto.	
	Rajmahal ...	0.60	ditto	0.60	ditto.	
	Purneah ...	0.34	0.03	0.37	ditto.	
BURDWAN.	Ramroo Beaulah ...	0.02	Nil	0.02	ditto.	From 16th Jan.
	Nafrore ...	Nil	Not received	Nil	19th Feb. 1871.	
	Bograh ...	ditto	Nil	ditto	26th Feb. 1871.	
	Dinapore ...	0.82	Not received	0.82	19th Feb. 1871.	
	Maldah ...	0.02	Nil	0.02	26th Feb. 1871.	
	Berhampore ...	0.02	ditto	0.02	ditto.	
	Jungipore ...	0.12	ditto	0.12	ditto.	
	Lalbagh ...	0.06	ditto	0.06	ditto.	
BURDWAN.	Pubna ...	Nil	0.05	0.05	ditto.	Not received 23rd Jan. to 5th Feb. From 22nd Jan.
	Coomercolly ...	ditto	Not received	Nil	19th Feb. 1871.	
	Serajunge ...	0.35	Nil	0.35	26th Feb. 1871.	
	Ranpore ...	Nil	ditto	Nil	ditto.	
	Bhowanigunge ...	0.31	Not received	0.31	19th Feb. 1871.	
	Titalya ...	0.03	0.04	0.07	26th Feb. 1871.	
	Burdwan ...	0.03	0.25	0.29	ditto.	
	Cutwa ...	0.30	Not received	0.30	19th Feb. 1871.	
BURDWAN.	Culua ...	Not received	ditto	Nil	12th Feb. 1871.	Not received 30th Jan. to 5th Feb.
	Rood-Bood ...	0.12	0.30	0.12	26th Feb. 1871.	
	Bancooran ...	0.13	0.35	0.48	ditto.	
	Raneegunge ...	0.06	0.05	0.11	ditto.	
	Boore ...	0.09	Nil	0.09	ditto.	
	Hoghtly ...	Nil	ditto	Nil	ditto.	
	Howrah ...	0.22	0.18	0.40	ditto.	
	Midnapore ...	0.15	Not received	0.15	19th Feb. 1871.	
PRESIDENT.	Contai ...	0.33	Nil	0.33	26th Feb. 1871.	Not received 9th Jan. to 5th Feb. Not received 16th to 29th Jan. and 6th to 12th Feb.
	Gurbetta ...	0.10	0.04	0.14	ditto.	
	Tamlook ...	0.42	0.62	1.04	ditto.	
	Kishnaghar ...	0.00	0.07	0.16	ditto.	
	Dongorg ...	Not received	Not received	Nil	12th Feb. 1871.	
	Ranaghat ...	0.50	Nil	0.50	26th Feb. 1871.	
	Meharpore ...	Not received	ditto	0.50	ditto.	
	Choudangah ...	ditto	Not received	Nil	26th Jan. 1871.	
PRESIDENT.	Koonstah ...	0.05	0.01	0.06	26th Feb. 1871.	Not received 13th to 19th Feb.
	Jessore ...	0.10	0.21	0.31	ditto.	
	Sangor Island ...	0.30	Nil	0.30	ditto.	
	Calcutta ...	0.25	0.50	0.75	ditto.	

DIVISIONS.	Stations.	Rainfall from 13th to 19th Feb. 1871.	Rainfall from 24th to 26th Feb. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY— (Continued)	Alipore { Jail ...	0.30	0.21	0.54	26th Feb. 1871	
	Alipore { Dispensary ...	0.30	0.25	0.55	ditto.	
	Barrackpore ...	0.10	Nil	0.10	ditto.	
	Dum Dum ...	Nil	ditto	Nil	ditto.	
	Barnet ...	0.35	ditto	0.35	ditto.	
	Satkerah ...	0.11	ditto	0.33	ditto.	
	Busseelant ...	0.13	ditto	0.13	ditto.	
	Diamond Harbour ...	0.41	0.47	0.78	ditto.	
	Baripore ...	0.28	0.28	0.50	ditto.	
	Dacca { Telegraph Office ...	0.21	Nil	0.24	ditto.	
Dacca.	Dacca { Jail ...	Nil	Not received	Nil	19th Feb. 1871	Not received 16th to 22nd Jan.
	Barrisaul ...	0.03	Nil	0.03	26th Feb. 1871.	
	Dowlat Khan ...	Nil	Not received	Nil	19th Feb. 1871.	
	Perozepore ...	0.80	Nil	0.80	26th Feb. 1871.	
	Madariport ...	0.10	0.06	0.22	ditto.	
	Fatehpore ...	0.17	0.34	0.51	ditto.	
	Mymensing ...	Not received	0.65	0.70	ditto.	Not received 13th to 19th Feb.
	Jamalpor ...	Nil	Not received	Nil	10th Feb. 1871.	
	Aitah ...	0.80	ditto	0.80	ditto.	
	Kishorgunge ...	0.31	Nil	0.31	26th Feb. 1871.	
CHITTAGONG.	Sylhet ...	0.93	0.01	0.94	ditto.	
	Cachar ...	1.50	0.17	1.67	ditto.	
	Hylakandy ...	0.62	Not received	0.62	19th Feb. 1871	From 13th Feb.
	Chittagong { Telegraph Office ...	Nil	Nil	Nil	26th Feb. 1871	
	Chittagong { Jail ...	ditto	Not received	ditto	19th Feb. 1871	
	Cox's Bazar ...	ditto	ditto	ditto	ditto	
	Rangamatta Hill ...	Not received	ditto	ditto	5th Feb. 1871	
	Noakhully ...	0.15	Nil	0.15	26th Feb. 1871.	
	Tipperah ...	Nil	ditto	Nil	ditto.	
	Brahmanbariah ...	0.15	ditto	0.15	ditto.	
COCK BUREAU.	Akyab ...	Nil	ditto	Nil	ditto.	
	Buxa ...	0.70	ditto	0.70	ditto.	
	Gowalparah ...	0.12	Not received	0.12	19th Feb. 1871	
	Dhobree ...	Not received	ditto			
	Toora (Garo Hills) ...	0.81	ditto	0.81	9th Feb. 1871.	
	Darjeeling { Telegraph Office ...	Not received	ditto	Nil	11th Jan. 1871.	
	Darjeeling { Jail ...	0.61	0.14	0.78	16th Feb. 1871	
	Runghee ...	Not received	Not received			
	Tea ...	ditto	ditto			Not recorded.
	Falcoottah ...	0.03	ditto	0.03	19th Feb. 1871	
ASSAM.	Julpigoorie ...	0.17	0.03	0.19	19th Feb. 1871	
	Boda ...	0.02	0.01	0.03	ditto.	Not received 30th Jan. to 12th Feb.
	Tezpor ...	0.45	Not received	0.45	19th Feb. 1871	
	Nowzong ...	0.26	ditto	0.26	ditto.	Not received 9th to 15th Jan.
	Mungledye ...	0.62	ditto	0.62	ditto.	From 30th Jan.
	Burpettah ...	Not received	ditto	Nil	12th Feb. 1871	
	Gowhatti ...	0.77	ditto	0.77	10th Feb. 1871	Not received 1st Jan.
	Seebannor ...	1.21	ditto	1.60	ditto.	
	Golaghat ...	0.67	ditto	0.8	ditto.	Not received 23rd to 29th Jan.
	Nazeerah ...	1.38	ditto	1.77	ditto.	
	Debrooghur ...	0.84	ditto	2.85	ditto.	
	Suddya ...	Not received	ditto	1.15	12th Feb. 1871	ditto ditto.
	Shibpur ...	0.04	ditto	0.05	10th Feb. 1871	
	Cherapunjee ...	0.13	ditto	0.13	ditto.	Not received 18th Feb.
	Jowai ...	1.01	ditto	1.01	ditto.	Not received 8th to 12th Feb.
	Sainsoogouting ...	0.50	ditto	1.01	ditto.	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 4th March 1871.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,

DURING THE HALF MONTH 1st TO 15th JANUARY 1871.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea level.

STATIONS.	BAROMETERS.										THERMOMETERS.										HUMIDITY.				RAINFALL.	
	MEAN OF					SOLAR RADIATION.					MEAN OF					HIGHEST.					MEAN OF				In inches.	
	Mean.	4 hours.	10 hours.	16 hours.	24 hours.	Max.	Min.	Day.	Night.	Mean of max.	Mean of min.	Mean.	4 hours.	10 hours.	16 hours.	24 hours.	Day.	Night.	Day.	Night.	4 hours.	10 hours.	16 hours.	24 hours.		
	Height above sea level.																									No. of days' rain.
Port Blair	110	29.04	29.05	29.05	29.05	1.8	Not recorded	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1
Madras	27	29.07	29.07	29.07	29.07	1.8	1.8	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1
Vizagapatam	31	29.07	29.07	29.07	29.07	1.8	1.8	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1
Akyab	15	29.02	29.02	29.02	29.02	1.8	1.8	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1
Paseout	15	29.02	29.02	29.02	29.02	1.8	1.8	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1
Cuttack	60	29.02	29.02	29.02	29.02	1.8	1.8	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1
Saugor Island	6	29.02	29.02	29.02	29.02	1.8	1.8	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1
Chittagong	15	29.02	29.02	29.02	29.02	1.8	1.8	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1
Calcutta	18	29.02	29.02	29.02	29.02	1.8	1.8	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1
Jessore	27	29.02	29.02	29.02	29.02	1.8	1.8	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1
Dacca	25	29.02	29.02	29.02	29.02	1.8	1.8	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1
Cachar	73	29.02	29.02	29.02	29.02	1.8	1.8	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1
Hawaibagh	31	29.02	29.02	29.02	29.02	1.8	1.8	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1
Berhampore	80	29.02	29.02	29.02	29.02	1.8	1.8	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1
Patna	170	29.02	29.02	29.02	29.02	1.8	1.8	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1
Munghyr	150	29.02	29.02	29.02	29.02	1.8	1.8	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1
Darjeeling	145	29.02	29.02	29.02	29.02	1.8	1.8	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1
Goalpore	35	29.02	29.02	29.02	29.02	1.8	1.8	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1
Shillong	470	29.02	29.02	29.02	29.02	1.8	1.8	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1
Bamunee	202	29.02	29.02	29.02	29.02	1.8	1.8	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1
Roulee	573	29.02	29.02	29.02	29.02	1.8	1.8	1.8	111.1	1.8	111.1	73.1	73.1	73.1	73.1	73.1	8h	7h	8h	7h	70	68	68	68	Nil	1

• The elevation of this station has hitherto been given as 1,325 feet, which was that obtained by a comparison of the barometric observations of 1869 with those of Goalpara and Cachar. The elevation now given is deduced in like manner from the observations of 1869 and 1870.

CALCUTTA,
The 4th March 1871.
HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Mean Pressures and Temperatures of the Preceding Table Reduced to Sea Level, with Mean Wind Direction.

STATIONS.	Mean barometric pressures reduced to sea level.	Mean temperature reduced to sea level.	WIND.	
			Proportional prevalence Max=100.	Mean direction.
Port Blair	...	Not received.		
Madras	29.862	...	84	N 8° E
Vizagapatam	29.879	71.2	76	N 82° E
Akyab	29.845	71.4	49	N 24° W
False Point	30.040	69.8	46	N 24° E
Cuttack	30.006	68.8	32	N 41° E
Saugor Island	29.980	67.7	71	N 12° W
Chittagong	29.981	67.9	52	N 3° E
Calcutta	29.993	66.7	78	N 47° W
Jessore	29.990	63.1	88	N 7° W
Dacca	29.985	65.1	81	N 33° W
Cachar	29.970	63.6	41	S 2° W
Hasanrahugh	30.016	66.2	70	N 59° W
Berhampore	29.998	65.2	51	N 37° W
Patna	30.012	69.1	56	N 85° W
Monghyr	29.990	62.0	72	S 58° W
Darjeeling	30.033	62.8	17	N 48° W
Gawalparah	29.954	64.0	28	N 85° E
Shillong	29.999	63.8	30	S 52° W
Benares	30.040	69.2	30	N 58° W
Roorkee	30.063	60.7	50	N 52° W

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17, on the preceding page, by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month which shall shew the isobaric and isothermal lines, and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

HENRY F. BLANFORD,

*Meteorological Reporter to the Government of Bengal.*CALCUTTA,
The 4th March 1871.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 22nd to 28th February 1871.

Month.	Date.	Mean reduced barometer.	Thermometer.		Max. solar radiation.	Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	Wind.			Rain.	General Remarks.
			Highest reading.	Lowest reading.						Prevailing direction.	Max. pressure.	Daily velocity.		
		Inches.	°	°	°	°	°	°				Miles.	Inches	
Feb.	22nd	29.936	85.0	65.2	130.0	74.5	67.8	63.1	0.69	W S W & S W	...	100.9	...	Clear.
	23rd	873	87.5	68.8	141.0	77.4	72.3	68.7	.75	S by W, S, & S S W	...	126.5	...	Chiefly clear. Foggy at 6 A.M.
	24th	890	89.6	73.7	142.0	80.0	74.0	71.3	.70	S by W & S S W	...	128.8	0.40	Clouds of different kinds. Thunder at 6½ and 7 P.M. Lightning from 6½ to 8 P.M. Rain at 6, 7, and 10½ P.M.
	25th	915	86.8	72.5	130.0	78.3	71.8	67.2	.70	S S W & W	..	195.0	...	Clear. Slightly foggy at 8 and 9 P.M.
	26th	905	82.5	69.8	139.0	75.4	66.1	59.0	.60	W by N & W by S	..	144.4	...	Clear.
	27th	878	83.0	68.3	140.0	74.6	63.8	50.2	.55	W S W & W by S	..	101.1	...	Clear. Foggy from 4 to 7 A.M.
	28th	896	85.5	65.0	141.0	74.9	66.0	61.3	.64	W S W, W by S, & S W	...	101.2	...	Clear.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	24.6
The max. temperature during the past seven days	...	89.6
The max. temperature during the corresponding period of the past year	...	88.2
The mean humidity during the past seven days	...	0.67
The mean humidity during the corresponding period of the past year	...	0.59
		Inches.
The total fall of rain from 22nd to 28th	by lower rain gauge	0.40
	by anemometer gauge	0.34
Ditto ditto, average of 17 previous years	...	0.13
Ditto between the 1st January and the 28th February	...	0.75
Ditto ditto ditto, average of 17 years	...	1.31

GOPKINATH SEN,
In charge of the Observatory.

The 2nd March 1871.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, MARCH 15, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, the 4th March 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

T. H. COWIE, Esq., *Advocate-General,*
THE HON'BLE ASHLEY EDEN,
A. R. THOMPSON, Esq.,
V. H. SCHALCH, Esq.,
MOULVY ABDOL LUTEEF KHAN BAHADOOR,

T. M. ROBINSON, Esq.,
BABOO JOTENDRO MOHUN TAGORE,
T. H. WORDIE, Esq.,
AND
BABOO DIGUMBER MITTER

SURVEY OF STEAM VESSELS.

MR. RIVERS THOMPSON moved that the Bill to increase the fees for the survey of steam vessels be passed.

The motion was agreed to

DRAINAGE AND IRRIGATION OF DISTRICTS.

The HON'BLE ASHLEY EDEN moved that the report of the select committee on the Bill to facilitate the drainage and irrigation of districts in Bengal, be further considered in order to the settlement of the clauses of the Bill.

The motion was agreed to.

The ADVOCATE-GENERAL said the first amendment for consideration to-day stood in his name. The definition of the term "proprietor of lands" as it stood in the Bill sent up by the committee, although a very great improvement on the definition originally contained in the Bill, was still open to this objection, that whether under the words "or in actual occupation thereof" would not be included property in possession of ryots. He would propose with a view to get rid of that possible objection and also to make the definition somewhat shorter and clearer, to substitute for the definition of "proprietor of lands" now in the Bill, the following:—

" 'Proprietor of lands' shall be taken to mean a person other than an occupancy ryot having a perpetual tenure or interest in such lands entitling him to the immediate occupation thereof, or to the receipt of rent from the actual cultivators thereof, or from a tenant holding directly from him under a temporary lease."

He had retained the words "entitling him to immediate occupation," as it would extend to the case of a bheel or other lands with regard to which there were no actual cultivators, but which were in the immediate ownership of the zemindar, who would be the proprietor. Therefore, excluding occupancy ryots, "proprietor of lands" would include first the person having a perpetual tenure or interest in the land entitling him either to the immediate occupation of the land or the first receipt of rent either from the ryot or a temporary talookdar.

BABOO DIGUMBER MITTER said, the Council must have observed that in signing the report of the committee on this Bill he had reserved to himself the right of urging whatever objections he might have to it before the committee of the whole Council. That he did not exercise that right when the Bill first came on for the settlement of its clauses, was simply because his objections were so many, and they touched such vital parts of the measure, that he felt somewhat diffident in urging them at that stage of it, when by so doing he feared he would only prove an obstructive without being able to carry any of his amendments. He had, however, the consolation left him that even if the Bill passed into law, it would be simply harmless, as he felt pretty sure it would never become operative.

As regards the clause under consideration, whatever other defects it may have to answer for, it was at any rate never intended that it should include within the category of proprietors, tenants with rights of occupancy only. The amendment moved by the learned and hon'ble member was therefore quite of a verbal character and did not even touch the real objections, which in his (Baboo Digumber Mitter's) opinion the clause in question was open to. The object of that interpretation clause was to define clearly the class of persons with whom Government should deal directly in the matter of the drainage operations, and to whom it should look for the repayment of the advance made for those operations. In doing this effectually, the Council must keep two things closely in view. First, not needlessly to multiply the number of such persons, as it would else complicate the work of apportionment of the sums advanced by Government as provided for in some of the subsequent sections of the Bill; secondly, not to bring within the meaning of the word "proprietor" men who had no other security to offer for the repayment of the State advance except the plot of land improved. The clause as it now stands answered to neither of these requirements, for it evidently embraced holders of small mouroosce tenures, from many of whom it would be next to impossible to recover any portion of the State advance. Besides, in treating with the holders of these small tenures, whether for purposes of ascertaining the wishes of the parties interested as to the desirability of the projected works or for apportionment of the State advance as provided for in subsequent sections, how was it to be determined, except by a regular judicial inquiry and investigation, that the tenures were really mouroosce: since in the majority of cases, as the Council cannot be unaware, the mouroosce title to these tenures is claimed by length of possession on *payment of rent at a uniform rate*, and not on the strength of a lease in perpetuity. The amendment moved by the learned Advocate-General did not meet these difficulties.

To effect any real improvement to the clause in question, the word "proprietor," in his humble opinion, should be so defined as to mean no other than the owner or owners of an entire estate on the collector's towjee, or of some sub-division of the same, not being less than a mouzah, held in perpetuity of tenure and fixity of rent; leaving the mouroosce-holders of small plots of lands, as well as the holders of other small tenures, whether rent-paying or rent-free, to be dealt with by such proprietors according to some defined rules. Towards that end he would move that all the words after "shall" in the 15th line be omitted, and the following words substituted in lieu thereof, "the owner in perpetuity of tenure as well as of rent of not less than a mouzah of an estate entered on the register known as the general register of revenue-paying estates."

The PRESIDENT said it would perhaps be considered rather presumptuous in him, being the youngest member of the Council, to express an opinion on the subject under discussion so early in the debate; but probably he might be allowed to explain in a few words the general opinion he had formed with regard to this Bill. It seemed to him that the Bill in many of its clauses, and more especially in the clause regarding the definition of "proprietor of lands," raised very new and very difficult questions—questions with which he was afraid we should have to deal farther before we had done with them in regard to affairs of this province, which were at present very pressing.

The view, then, which he on his part took of the Bill before the Council was that we ought not to defer small Bills of this kind till we had settled absolutely and for ever the great questions which we would have to settle sooner or later, such as with regard to the definition of "proprietor," and those arising in other portions of this small Bill, which Bill we would in that view of the case have to defer for a very long time indeed. Therefore, in consonance with the view taken by the hon'ble mover of the Bill, he would regard this Bill as an experimental Bill—a Bill which on the whole we could not hope at once to put into a shape that would certainly hold water for all time, but as a step towards the solution of the question. He called this Bill a small Bill, not because it was small in importance.—God only knew whether it would meet the object in view, which was one of enormous importance, namely, to check the spread of sickness in the districts to which the Bill applied; this Bill was intended as a step towards remedying that. In that respect it was not at all a small Bill; but compared to other more general measures it was in some sense small; for firstly, it was a local Bill; and secondly, it was a permissive Bill. It was not proposed that the measure should be imposed by authority of law on the proprietors of the estates that would be affected by it; but it was only to be imposed if a majority of the proprietors accepted it.

But taking that view, we come to the question of making the best definition we can of the term "proprietor of lands" for the purposes of this Bill. It seemed to him that all parties were agreed in respect to this Bill and also in respect to the greater measures that were to

follow, that it was necessary that we should see first whether we were about to depart from the old accepted use of the term "proprietor" as it had hitherto been used in the Bengal Regulations, that is to say, men paying revenue directly to Government. We know that we had in this country a state of things with which in England we were not very familiar, but with which he was familiar as existing in Scotland, where there was one chief proprietor and several gradations of under-proprietors, and which had been carried in this country to that extent that the man at the top who stood as proprietor in the books of the Government, who holds the land as nominal proprietor, is in many cases a man who in reality did not exercise the rights of a proprietor at all, but who had become a mere rent-charger in regard to that land, and was in reality a very insignificant individual. When we enter into such questions as that raised by this Bill, and into questions of local taxation and other important questions, it is necessary that we should approach the question who is to be considered the real proprietor of that land, for it stands to reason that the Government zemindar who has come to be in the position of a mere rent-charger cannot be called the real proprietor. Looking at this Bill in a somewhat hasty way he had also been struck with the same difficulty which the hon'ble member who spoke last had referred to, namely, that if instead of taking as proprietor the party to whom the original grant had been made, the sndder malgoozar, we go down to the lowest person having a permanent interest in the soil and ryots having the right of occupancy, and treat them all as proprietors, we should be throwing on the commissioners, who were named in this Bill, a burden heavier than they would be able to bear—we should throw upon them the burden of distributing the expenses of this great work amongst a vast multitude of petty holders of limited interest. He was also struck with the difficulty of defining who these holders were. The commissioners must institute enquiries in order to ascertain what tenants have a right of occupancy or a right to something more than a right of occupancy. Supposing you except tenants having rights of occupancy, you still have to enquire what ryots have rights greater than rights of occupancy, rights of holding at fixed rates of rent. Unfortunately we have not yet made an approximation to ascertain who these ryots are; and if the operation of this Bill is to be hung up for years to come until you find out who have such rights, there is no saying when it will come into operation. He might say that he agreed very much with the remarks of the hon'ble member in thinking that it would perhaps be necessary to make the definition of the term "proprietor" somewhat narrower.

Who then were to be treated as proprietors for the purposes of this Bill? He inclined to think we must stop a little higher than ryots. He suggested that we might stop at the lowest under-holder holding a permanent and fixed interest, that is to say, whose rent was fixed and who collected rents from ryots holding under him. He should like, he thought, to exclude mere ryots holding at fixed rents, leaving the zemindar to collect under section 32 of the Bill from all classes of ryots who might be made liable under the Bill. Whether we should accept the arrangement which the hon'ble member had suggested, namely, that we should not go below the holders of an entire mouzah, from his very imperfect knowledge of holdings in Bengal, he (the President) thought there would be considerable difficulty, because he understood that in Bengal a mouzah was not, as in some other parts of India, a very well defined tract of land forming a revenue and agrarian unit, but that mouzahs were often very much scattered and perhaps even arbitrarily created by the survey, and that you will find putnees and durputnees and other tenures holding shares in several mouzahs and many interests much intermixed in them. He would therefore merely submit for the consideration of the Council whether there were not practical difficulties of this nature in regard to the proposal of the hon'ble member which, as he understood it, did not take the form of a distinct amendment. The suggestion then which he (the President) threw out for the consideration of the Council was that which he had already mentioned, namely, that you should exclude all ryots, and include under the term "proprietor" all under-holders at fixed rents above the condition of a ryot. He believed that the term "ryot" as coming under Act X. of 1859 had a distinct meaning, which excluded putnees and such larger tenures, and at the same time also excluded some subordinate holders who were below the condition of ryots. He put his suggestion in this form, namely, that possibly we might get over the difficulty in this way by substituting in the amendment of the hon'ble the Advocate-General for the term "occupancy ryot" the simple term "ryot;" and secondly, substituting "ryot" for the term "actual cultivator" in the latter part of the amendment. In that case it would be left to the commissioners to determine who were "proprietors" under the act of a degree superior to ryots, and they would then assess those whom they held to be proprietors.

The ADVOCATE-GENERAL said, having regard to the probable working of the Act and to the consideration that in any definition of "proprietor" it must be left to a certain extent to the commissioners to decide whom they would recognize as proprietors (the persons whom in the first instance they were to assess with the re-payment of the advance), he thought it would meet the suggestion made by His Honor the President if the definition of the term "proprietor" stood in this way:—

" 'Proprietor of lands' shall be taken to mean a person having a perpetual tenure or interest, at a fixed rate of rent, in such lands entitling him to the immediate occupation thereof, or to the receipt of rent from the ryots thereof, or from a tenant holding directly from him under a temporary lease."

The PRESIDENT said that he thought the effect of the clause would be to exclude grantees and other tenants of that kind: they were proprietors; but the only question was the

means of assessing the proportion of payment and collecting the money. But he understood that the opinion of the Council was very much in favor of excluding such men, and although hon'ble members might not wholly approve of the definition, he hoped they would be induced to agree, on the understanding that a clause would be inserted enabling the commissioners to decide the question summarily as to who were and who were not included in the term "proprietor," without prejudice to the rights of the parties.

The substituted motion was then agreed to, and the section, as amended, was passed.

To the postponed section 4, the following proviso was added on the motion of Mr. SCHALCH:—

"Provided that the majority in number of the commissioners shall always be persons qualified as aforesaid."

BABOO JOTEENDRO MOHUN TAGORE said, that although no notice of amendment stood in his name, he would take the liberty of drawing the attention of the Council to section 11 of the Bill. He did not know that he was in order in doing so, for the section was one of those that had been already agreed to by the Council. [THE PRESIDENT thought the hon'ble member was at liberty to proceed with his remarks]. It was the generally accepted rule that when a multiplicity of interests was concerned, the views of the majority should prevail; and he did not see why in this instance that rule should be departed from, and the views of only one-half of the persons interested should be considered binding on the other half of such persons. The section to which he had alluded enacted that in case the proprietors of not less than one moiety of the bheels to be drained should assent to the adoption of the scheme, the commissioners should proceed to consider it, &c. With the leave of the President he would move that "two-thirds" should be substituted for "one moiety."

THE PRESIDENT said the question raised by the hon'ble member was one of great importance, namely, whether the whole or only a portion of the persons interested should be consulted in the matter. Perhaps he might strain a point in his own favor in order to go a little beyond the meaning of the hon'ble member's motion. The word "proprietor" was defined in a very large sense, as including a large proportion of persons having a permanent interest in the land; but as in clause 11 the right to vote is limited to the proprietors of the *bheels and swamps* to be drained, the proprietors of the lands to be affected other than bheels and swamps will have no voice in the matter. Perhaps it was not fair at this stage of the Bill that the matter should be explained for his satisfaction; but probably the hon'ble member in charge of the Bill or any other hon'ble member would enlighten him so far as to explain exactly the views which the committee entertained in limiting the section to what he might presume to be a minority of the persons who were interested in the matter. He himself felt that in a matter of this kind, if all the proprietors of the lands to be affected were consulted, a majority of votes would suffice. But he confessed that he had some doubt whether, if only the proprietors of the bheels and swamps to be drained were consulted, a majority of that minority of proprietors would suffice for the decision of a very important matter which would impose a heavy liability upon a large class of persons beyond those who were to be consulted under this section.

THE HON'BLE ASHLEY EDEN said that this provision, under which the assent was limited to one moiety of the proprietors of the bheels and swamps to be drained, was unanimously introduced by the select committee in substitution of the provision of the Bill as originally drawn, which provided that one-half of the proprietors of lands in any way affected by the drainage scheme should be required to give their assent. These swampy lands were peculiarly situated: they were enormous unclaimed pieces of water; and of course the persons who were really interested in their drainage, and who would have mainly to pay for the improvement, were the owners of these large swamps. They were the people whose voice should be heard in the matter, as nearly the whole expense of the improvement would fall on them. At the same time there were round about the swamps a certain number of proprietors who would be more or less affected by the reclaiming of these bheels. Their lands would be improved and they would benefit, but not to such an extent that the drainage works would ever have been undertaken for them or by them had the swamps been out of consideration. Their benefit was in fact accidental, and arose from their happening to be in the vicinity of the lands which were to be reclaimed. The work was not so important to these holders of adjacent lands as to the proprietors of the bheels; and it seemed very hard that a few litigious persons amongst the petty holders whose lands might be affected, should have the power to obstruct the operation of this Bill and prevent the reclamation of the swamps. After great consideration the committee thought it would be best to throw the onus of adopting or rejecting the work upon the proprietors of the swamps themselves. It would be very hard if one-half of these large proprietors were willing to have the work carried out, that a few petty proprietors, whose whole interest in the measure amounted to a few rupees, should have it in their power to put a stop to these works being carried out. It might be said that if their interest was so small why make them pay at all; but as they unquestionably would benefit by the works which had to be carried out for the reclamation of the bheels, it was only fair and just that they should contribute towards the expense to the extent of their benefit. That was the principle on which the select committee had framed the section. There seemed to be a further misapprehension of the intention of the section. The assent of the proprietors of

not less than one-half of the bheels was required, and not the assent of one-half of the number of proprietors concerned: that would secure the assent of the owners of one-half of the property to be touched.

The PRESIDENT said he thought a good deal of the objection that he had raised would be met by the provision in a subsequent clause that in case of failure to realize the whole amount expended, the balance was to be realized from those only whose lands were wholly unfit for cultivation and had been rendered fit for cultivation, that was to say from the proprietors of the bheels and swamps that had been reclaimed, so that the weight of the liability fell on this latter class. Therefore he was inclined to accede to the argument of the hon'ble mover of the Bill, and he would say that he thought it desirable that at a subsequent stage of the Bill it should be provided that a proprietor who had no voice in the question should only be called upon to pay to the extent of the benefit he actually received: in that case no substantial injustice could be done them.

BABOO JOTEENDRO MOHUN TAGORE's motion was then by leave withdrawn.

The postponed section 27 was agreed to.

On the motion of MR. EDEN a verbal amendment was made in section 28.

Section 32 stood as follows:—

"Every proprietor of lands charged with any sum under the provisions aforesaid, may, after he shall have paid or entered into an engagement for the same, recover from the owner of any temporary lease or other subordinate tenure benefited by the works in respect of which such payment may be secured or made, an annual sum, calculated at the rate of ten per cent per annum upon such portion of such payment as shall bear to the entire payment the same proportion as the area of the lands of such owner benefited by such works bears to the area of the entire lands of such proprietor benefited by such works. Such sum to be payable by equal instalments upon the days appointed for the payment of the rent of such tenure, and to be recoverable as if the same were an arrear of rent."

After a verbal amendment made on the motion of the Advocate-General—

The ADVOCATE-GENERAL moved that the following proviso be added to the section:—

"Provided that such proprietor shall not be entitled to recover under this section from any such person as aforesaid more than the entire amount of the payment which such proprietor has made or engaged to make, and that the sum annually recoverable in any case shall not exceed the increase in the annual value of the particular lands benefited."

He said that otherwise, in the case of a lease of more than ten years, the proprietor might recoup himself a great deal more than he was entitled to do.

The motion was agreed to, and the section as amended was passed.

The ADVOCATE-GENERAL then moved that the following section be introduced after section 32:—

"XXXIIA. Any person who shall have made any payment under the provisions of section 32 or of this section may recover from any person from time to time holding immediately from him a temporary lease of any portion of the lands benefited by the works in respect of which such payment shall have been made such sum as shall bear to the entire payment so made the same proportion as the area of the entire lands in respect of which such payment shall have been calculated may bear to the area of the entire lands of such subordinate holder which shall have been benefited by such works."

The PRESIDENT said, he thought the questions raised in this section would affect very materially not only the class of persons directly benefited under the provisions of this provision, but also the whole of the persons coming under section 32. Looking back to section 21 he there found that when the commissioners came to distribute the burden amongst the various persons interested, it was apportioned not only with reference to the quantity of the land in the possession of the person who would be benefited by the improvement, but also in proportion to the benefit derived by the lands. It was not simply that the man who has five hundred acres should pay five times as much as the man who has one hundred acres; but if the owner of the one hundred acres had been very much more benefited by the improvement, he was to pay not only in proportion to the quantity of the land, but to the real profit derived. In section 32 reference to the benefit derived had been altogether omitted, the assessment being made on the acreage only. He would therefore suggest that it would be just and not inconvenient to add in this section some such word as were contained in section 21.

The ADVOCATE-GENERAL said that he had no objection to adopt the suggestion that had been made, and he would therefore propose to add to the section under consideration a proviso similar to that adopted in section 32. The whole section would then run thus:—

"XXXIIA. Any person who shall have made any payment under the provisions of section 32 or of this section may recover, from any person from time to time holding immediately from him a temporary lease of any portion of the lands benefited by the works in respect of which such payment shall have been made, such sum as shall bear to the entire payment so made the same proportion as the area of the entire lands in respect of which such payment shall have been calculated may bear to the area of the entire lands of such subordinate holder which shall have been benefited by such works. Provided that the sum annually recoverable in any case under this section shall not exceed the increase in the annual value of the particular lands benefited."

The section, as amended, was then agreed to.

On the motion of Mr. Eden section 33 was amended so as to stand thus:—

"All outlots and water channels, natural or artificial, which shall be altered, enlarged, excavated, or cut under the provisions of this Act, and the construction and maintenance of embankments and of dams and works in the same, shall, save as hereinafter provided, be subject to the law for the time being in force regulating the construction and maintenance of public embankments and public rivers, channels, and outlots."

The PRESIDENT said he now proposed to defer the further consideration of the Bill to the next meeting of the Council, and to have the Bill re-printed in the meantime. He would at the same time remark that there seemed to remain two questions for the consideration of hon'ble members. The first question was that the proprietors not consulted as to the adoption of a scheme should not be assessed to a greater degree than the increase in the value of their holdings; and the second question was, how it was to be decided who was a "proprietor," and therefore be liable to be assessed for contribution, and who was not a "proprietor." If the commissioners found themselves unable summarily to settle that question, it occurred to him that the superior holder might be allowed to pay at his option, and to take the chance of recovering from those who may be sub-proprietors under him. Suppose there was a superior holder who denied the rights claimed by under-holders and was willing to pay, and there was reasonable doubt who the under-proprietors were, such a plan set aside much difficulty. It might be just as convenient to let the superior holder pay, and leave him to recover from his subordinate holder under the provisions of the Bill.

The further consideration of the Bill was then postponed.

REGULATION OF LODGING-HOUSES AT POOREE.

THE HON'BLE ASHLEY EDEN moved that the report of the select committee on the Bill for the better regulation of "lodging-houses at Pooree" be taken into consideration in order to the settlement of the clauses of the Bill, and that the clauses be considered for settlement in the form recommended by the select committee.

The motion was agreed to.

In section 1, the interpretation section, the word "Inmate" was thus defined:

"The word 'Inmate' shall mean a person passing the night in any house."

THE ADVOCATE-GENERAL moved the omission of the clause interpreting the word "Inmate." He said he did not think this interpretation at all necessary, and it appeared inconsistent with the mode in which the term was used in sections 6 and 7. Under section 6 the health officer was required to certify the largest number "of lodgers which the house could accommodate, having regard to the number of inmates residing therein." There the term was used with regard to the residence of a person other than a lodger; and again in section 7 the following words were found: "shall be punished by a fine not exceeding two Rupees for every lodger for each night during any part of which such lodger shall be an 'inmate' of such house."

THE HON'BLE ASHLEY EDEN suggested that it would be better to leave the consideration of the interpretation section until the Council had settled the other clauses of the Bill.

The consideration of the section was then postponed.

Sections 2 to 5 were agreed to.

In section 6, on the motion of MR. EDEN, the words "persons permanently residing" were substituted for the words "inmates residing."

Section 7 having been read—

BABOO JOTKENDRO MOHUN TAGORE said that it might so happen that some relatives of the lodging house-keeper might come in during the festival from a distance: such persons, he thought, should not be considered "lodgers"; it would be very hard that a person might not receive his own relatives into his house without becoming subject to the provisions of this Bill.

THE HON'BLE ASHLEY EDEN said that if the relatives paid hire for the accommodation they would be "lodgers;" otherwise they would not.

The section was then agreed to.

Section 8 was agreed to after a verbal amendment.

Section 9 was agreed to.

Section 10 was agreed to after a verbal amendment.

Sections 11 and 12 were agreed to.

By section 13 the lodging-house-keeper was required to report, amongst other things, cases of "dangerous" sickness.

THE ADVOCATE-GENERAL thought it should not be left to the lodging-house-keeper to make a report of sickness only when he thought it "dangerous," because it would leave him to determine a very serious question as to the danger or otherwise of the illness. The sickness might be the beginning of a choleric epidemic, and might result in very serious consequences. He thought therefore that a report should be required of all sickness.

On the motion of MR. EDEN the word "serious" was substituted for "dangerous," and the section, as amended, was agreed to.

Sections 14 to 38 were agreed to.

Section 39 provided for the extension of the Act to Bhobanessur and Jajipore.

THE HON'BLE ASHLEY EDEN drew attention to section 22 in connection with this section. Section 22 provided that fees and penalties imposed under the Act should be employed in the sanitation of the town of Pooree. The section under consideration empowered the extension of the provisions of the Act to the other places mentioned, and he was not quite sure

whether a special provision was not required to provide that the fees and penalties levied in those places should be expended in their improvement and not in the sanitation of Pooree.

The consideration of the section was then postponed.

Section 40 and schedules A and B were agreed to.

The further consideration of the Bill was postponed.

RECOVERY OF FINES.

MOULVY ABDOL LUTEEF moved that the time prescribed for the submission of the report of the select committee on the Bill to make better provision for the recovery of certain fines imposed in Bengal be extended for three weeks.

The motion was agreed to.

The Council was adjourned to Saturday, the 11th instant.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 1st to 7th March 1871.

MONTH.	Date.	Mean reduced barometer Inches.	THERMOMETER		Max solar radiation.	Wet in dry bulb.	Mean wet bulb.	Wet in dew-point.	Mean degree of humidity.	WIND			Rain.	Moon's Phase.	GENERAL REMARKS.
			Highest reading °	Lowest reading °						Prevailing direction.	Max. pressure.	Daily velocity. Miles.			
Mar ...	1st	29.882	81.3	70.0	136.5	76.2	72.3	70.1	0.83	SS W & S by W		114.4	0.65	...	Stratum and overcast. Foggy from 5 to 8 A.M. Thunder and lightning from 3½ to 9 P.M. Rain at 1, 4, and from 6½ to 11 P.M.
	2nd	29.923	70.5	67.0		69.2	68.0	67.0	.93	SS E & variable		178.1	3.83	...	Overcast. Thunder at 2½ A.M., 8, and 10 P.M. Lightning at 2½ A.M. and 8 P.M. Rain nearly the whole day.
	3rd	29.445	70.5	65.0		68.0	66.8	65.8	.93	SE		224.2	0.79	...	Chiefly overcast. Rain from 1 to 4 and at 12 A.M., and from 2 to 5 P.M.
	4th	29.847	77.1	64.0	132.0	69.8	66.1	63.1	.80	WNW & NW	0.0	187.4	0.14	...	Clear and clouds of different kinds. Slightly foggy from 8 to 10 P.M. Rain at 3 A.M.
	5th	29.563	79.5	66.0	135.0	71.8	65.9	61.2	.71	W & WSW		95.2		...	Cumulus, cirrostratus, and clear. Foggy from 7 to 11 P.M.
	6th	29.909	82.0	65.4	149.0	73.2	67.2	62.4	.70	WSW S by W & S		93.2		...	Clear and cumuli.
	7th	29.913	83.8	69.0	137.0	75.4	70.0	66.2	.71	S by W & S W		213.0		○	Clear and cirrostratus.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	20.3
The max. temperature during the past seven days	...	84.3
The max. temperature during the corresponding period of the past year	...	93.0
The mean humidity during the past seven days	...	0.81
The mean humidity during the corresponding period of the past year	...	0.57
Inches.		
The total fall of rain from 1st to 7th	... { by lower rain gauge	5.41
	... { by anemometer gauge	5.16
Ditto ditto, average of 17 previous years	...	0.48
Ditto between the 1st January and the 7th March	...	6.16
Ditto ditto ditto, average of 17 years	...	1.79

The 10th March 1871.

GOPRENAUTH SEN,
In charge of the Observatory.

Meteorological Telegraphic Report for the period 5th to 11th March 1871.

STATIONS.	Date	Hours	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat = 100.	WIND		Rain.	Clouds.	Weather initials.
					Dry	Wet.		Direction	Velocity.			
CALCUTTA.	March											
	5th	10	30.033	30.072	74.0	68.9	76	S S E	...	...	CS	b
		16	29.921	29.939	79.5	63.0	35	W	...	...	...	b
	6th	10	30.050	30.068	76.0	69.0	68	S W	...	...	C	b
		16	29.918	29.933	82.0	69.5	50	S S W	...	...	K	b
	7th	10	29.981	29.999	78.0	72.5	75	S W	...	...	C	b
		16	29.850	29.868	82.0	73.5	61	S by W	...	...	...	b
	8th	10	30.028	30.017	69.5	68.2	92	S W	...	...	...	b
		16	29.911	29.929	82.5	66.1	38	W by S	...	...	...	b
	9th	10	30.009	30.027	78.0	70.7	69	S S W	...	...	...	b
		16	29.871	29.892	86.7	70.0	39	S W	...	...	...	b
	10th	10	29.957	29.973	81.0	71.1	72	S S W	...	...	...	b
SAVON ISLAND.		16	29.811	29.829	87.0	78.5	66	S	...	...	...	b
	11th	10	29.910	29.928	78.5	74.5	77	S W	...	...	...	b
		16	29.817	29.835	89.0	70.0	72	S S W	...	...	...	b
	5th	10	30.034	30.049	77	71	73	E N E	2.9*	...	C	b
		16	29.922	29.928	80	73	70	S S W	5.2*	...	K	b
	6th	10	30.051	30.069	79	70	61	S S W	5.3*	...	CK	b
		16	29.952	29.968	81	72	62	S S W	13.0*	...	K	b
	7th	10	30.022	30.048	81	73	66	S S W	14.9*	...	CK	b
		16	29.853	29.889	81	71	70	S	19.3*	...	KS, C	b, m
	8th	10	30.036	30.012	77	71	81	N W	2.2*	...	...	b, m
		16	29.930	29.956	84	70	46	N W	4.7*	...	...	b
	9th	10	30.028	30.034	81	75	71	S S W	8.8*	...	...	b
CHITTAGONG.		16	29.894	29.901	82	74	82	S S W	12.1*	...	...	b, m
	10th	10	29.976	29.989	82	78	82	S S E	11.1*	...	...	b
		16	29.851	29.857	89	78	78	S S E	10.9*	...	...	b, m
	11th	10	29.960	29.966	83	78	78	S S W	11.9*	...	...	b
		16	29.862	29.868	84	78	75	S S E	11.9*	...	...	b
	5th	10	29.919	30.062	71	68	72	N N E	4.2*	...	K	b
		16	29.846	29.937	82	65	35	W	10.9*	...	...	b
	6th	10	29.922	30.035	75	63	47	E	3.7*	...	...	b
		16	29.906	30.018	80	64	77	W S W	6.8*	...	...	b
	7th	10	29.919	30.061	77	64	69	N	3.9*	...	...	b
		16	29.853	29.945	81	68	18	W S W	7.7*	...	...	b
	8th	10	29.967	30.079	79	67	59	E	4.1*	...	...	b
MADRAS.		16	29.881	29.912	82	71	68	S W	5.0*	...	...	b
	9th	10	29.927	30.010	76	70	72	E N E	1.2*	...	...	b
		16	29.759	29.870	82	70	52	W	7.5*	...	...	b
	10th	10	29.911	30.053	81	61	27	N E	3.9*	...	...	b
		16	29.801	29.919	87	67	30	W S W	6.7*	...	...	b
	11th	10	29.911	30.023	80	67	15	N	3.7*	...	...	b
		16	29.800	29.909	90	67	25	N	4.0*	...	...	b
	4th	10	29.914	29.971	77	66	53	S E	5*	0.14	...	bc
		16	29.792	29.829	85	77	68	E S E	10*	...	...	b, m
	5th	10	29.993	29.943	85	70	61	S	13*	...	...	bc
		16	29.810	29.840	85	77	68	E S E	12*	...	...	bc
	6th	10	29.991	29.921	80	75	78	S E by E	2*	1.05	...	o
		16	29.882	29.912	83	75	67	E N E	7*	...	...	hr
	7th	10	30.022	30.012	84	76	67	N E	5*	...	...	bc
		16	29.901	29.931	81	76	67	E N E	10*	...	...	bc
	8th	10	30.021	30.051	86	77	61	E	6*	...	...	bc
		16	29.921	29.951	85	76	61	N E	9*	...	...	bc
	9th	10	30.059	30.010	81	74	69	N E by E	6*	...	...	bc
		16	29.933	29.963	85	71	67	N E by E	7*	...	...	bc
CUTTACK.		10	29.936	30.066	82	70	52	N	5*	...	...	b
		16	29.904	29.934	84	70	46	N E	7*	...	...	b
	4th	10	29.880	29.972	76	72	81	W S W	...	0.10	...	Fair.
		16	29.803	29.855	83	66	46	N W	...	...	CK	b
	5th	10	29.969	30.052	77	69	64	E N E	...	...	CK	b
		16	29.863	29.916	82	66	38	E	...	...	CK	b
	6th	10	30.019	30.102	77	70	68	S E	...	...	CS	Fair.
		16	29.844	29.926	82	73	63	S	...	...	KS, C	b
	7th	10	29.933	30.016	79	71	65	S W	...	...	KS	Fair.
		16	29.863	29.885	83	71	52	S	...	...	K, CK	Fair.
	8th	10	29.993	30.076	79	67	50	N N W	...	...	...	Fair.
		16	29.815	29.927	87	74	71	E S E	...	...	...	b
ARAB.		10	29.989	30.073	77	67	56	W S W	...	...	...	Fair.
		16	29.796	29.878	85	65	29	W	...	...	...	Fair.
	10th	10	29.916	29.993	77	67	56	S S E	...	...	...	Fair.
		16	29.750	29.832	87	68	33	W	...	...	...	b
	5th	10	29.929	29.945	73	70	85	N E	2	...	N	b
		16	29.803	29.908	79	72	63	W	1	0.30	KS	b
	6th	10	30.045	30.061	71	65	70	N N E	2	...	...	b
		16	29.908	29.923	81	70	91	W	3	...	C	b
	7th	10	30.025	30.011	71	64	68	E	2	...	...	b
		16	29.965	29.920	82	74	66	W	1	...	C	b
	8th	10	29.999	30.015	73	67	71	N	1	...	...	b
		16	29.835	29.950	82	73	63	N W	2	...	...	b
	9th	10	30.093	30.018	79	73	73	E	1	...	...	b
		16	29.872	29.887	87	77	61	N W	2	...	...	b
	10th	10	29.996	30.011	78	70	65	N E	1	...	...	b
		16	29.867	29.882	85	76	64	W	1	...	C	b
	11th	10	30.030	30.054	78	71	69	E	1	...	...	b
		16	29.912	29.927	87	79	68	N W	1	...	...	b

* Velocity of wind in miles per hour.

CALCUTTA,
The 11th March 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

Divisions.	Stations.	Rainfall from 20th to 28th Feb. 1871.	Rainfall from 27th Feb. to 5th Mar. 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	0 10	0 10	0 70	5th Mar. 1871.	
	{ Jail ...	0 10	0 31	0 87	ditto.	
	False Point ...	Not received	Not received	0 40	19th Feb. 1871	
	Jagipore ...	Nil	ditto	Nil	20th Feb. 1871	
	Kendraparah ...	ditto	ditto	0 20	ditto.	
	Jugatsingapore ...	ditto	ditto	2 50	ditto.	
	Sambalpur ...	Not received	ditto	Nil	12th Feb. 1871	
	Balsore ...	0 31	0 83	1 14	5th Mar. 1871.	
	Bludirack ...	Nil	Not received	0 27	26th Feb. 1871.	
CHOTA NAGPORE.	Poorce ...	0 00	ditto	1 64	ditto.	
	Khoordah ...	0 25	ditto	0 70	ditto.	
	Hazarebaugh ...	Nil	0 84	1 08	5th Mar. 1871	
	Buhee ...	Not received	Not received	0 01	22nd Jan. 1871	
	Pachamba ...	0 01	1 02	1 11	5th Mar. 1871	
	Ranchee ...	Nil	2 13	2 13	ditto	
	Palanow ...	ditto	Not received	0 24	26th Feb. 1871	
	Purulia ...	ditto	2 30	2 38	5th Mar. 1871	
	Gondipore ...	Not received	Not received			Not recorded.
PATNA.	Chybanua ...	0 03	2 15	3 13	5th Mar. 1871	
	Putna ...	Nil	0 02	0 00	ditto	
	Behar ...	ditto	Not received	0 06	29th Feb. 1871	
	Bah ...	ditto	0 17	0 07	5th Mar. 1871	
	Dunapore ...	ditto	0 02	0 02	ditto	
	Gya ...	Not received	Not received	Nil	13th Jan. 1871	
	Sherghotty ...	Nil	ditto	0 16	26th Feb. 1871	
	Nowadah ...	ditto	0 87	1 09	5th Mar. 1871	
	Arungabad ...	Not received	Not received	Nil	22nd Jan. 1871	
BANGALORE.	Chumpanu ...	0 18	Nil	0 18	5th Mar. 1871	
	Chupiah ...	Nil	ditto	Nil	ditto.	
	Sewan ...	0 80	0 24	1 4	ditto	Not received 13th to 19th Feb.
	Mozufferpore ...	0 10	Nil	0 61	ditto.	
	Durbhangah ...	0 01	0 47	0 43	ditto	Not received 30th Jan. to 5th Feb.
	Seetamarce ...	0 20	3 45	3 75	ditto	Not received 18th to 22nd Jan.
	Tappore ...	Nil	0 08	0 23	5th Mar. 1871	
	Airah ...	ditto	0 04	0 19	ditto.	
	Buxar ...	ditto	(2)	0 23	ditto.	
RAJSHAHY.	Sasseram ...	Not received	Not received	Nil	19th Feb. 1871	
	Blubbhoah ...	Nil	0 43	0 43	5th Mar. 1871	
	Benares ...	ditto	Not received	0 20	26th Feb. 1871	
	Bhangulpore ...	ditto	0 34	0 65	5th Mar. 1871	
	Mudhey poorah ...	0 55	Not received	1 15	26th Feb. 1871	
	Bauka ...	Nil	ditto	Nil	ditto	Not received 13th to 19th Feb.
	Moughir ...	ditto	Nil	0 6	5th Mar. 1871	
	Jamone ...	ditto	1 13	1 78	ditto	Not received 30th Jan. to 5th Feb.
	Begoonari ...	Not received	Not received	0 19	19th Feb. 1871	From 13th Feb.
BURDWAN.	Deoghar ...	Nil	0 02	0 02	5th Mar. 1871	From 12th Feb.
	Jamfara ...	ditto	3 00	3 00	ditto	
	Raymchal ...	ditto	Not received	0 60	26th Feb. 1871	
	Purneah ...	0 03	0 41	0 78	5th Mar. 1871	
	Rampore Beaulah ...	Nil	0 80	0 91	ditto.	
	Nattora ...	ditto	Not received	Nil	26th Feb. 1871	
	Bogran ...	ditto	ditto	ditto	ditto.	
	Dunagepore ...	0 10	ditto	0 92	ditto	
	Maldah ...	Nil	1 61	1 63	5th Mar. 1871	
BURDWAN.	Berkampore ...	ditto	1 28	1 31	ditto.	
	Jungipore ...	ditto	0 97	1 09	ditto.	
	Lalbagh ...	ditto	1 00	1 06	ditto	From 16th Jan.
	Pobna ...	0 05	1 03	1 08	ditto.	
	Coomercolly ...	Nil	2 11	2 11	ditto.	
	Seragpur do ...	ditto	1 20	1 55	ditto.	
	Rangpore ...	ditto	2 10	2 30	ditto	Not received 23rd Jan. to 5th Feb.
	Bhowanungo ...	ditto	Not received	0 31	26th Feb. 1871	From 22nd Jan.
	Titalya ...	0 04	3 06	3 13	5th Mar. 1871	
BURDWAN.	Burdwan ...	0 25	2 52	2 80	ditto.	
	Cutwa ...	Not received	2 07	2 07	ditto	Not received 20th to 26th Feb.
	Culna ...	ditto	Not received	Nil	12th Feb. 1871	
	Bood-Bood ...	0 30	3 22	3 64	5th Mar. 1871	
	Bancoorah ...	0 35	3 28	3 76	ditto.	
	Ranegunge ...	0 05	2 25	2 33	ditto	
	Sooree ...	Nil	2 16	2 25	ditto	Not received 30th Jan. to 5th Feb.
	Hoochly ...	Nil	Not received	Nil	26th Feb. 1871	
	Howrah ...	0 18	6 00	6 40	5th Mar. 1871	
BURDWAN.	Mianapore ...	Not received	7 31	7 49	ditto	Not received 20th to 26th Feb.
	Contai ...	Nil	1 55	1 84	ditto.	
	Gurbetia ...	0 04	3 00	3 74	ditto	Not received 30th Jan. to 5th Feb.
	Tumlook ...	0 63	11 84	12 88	ditto	Not received 16th to 29th Jan. and 6th to 12th Feb.
BURDWAN.	Kishnaghar ...	0 07	2 81	2 97	ditto.	
	Bongong ...	Not received	6 75	6 75	ditto	Not received 13th to 26th Feb.
	Ranaghat ...	Nil	2 13	2 63	ditto.	
	Mehnapore ...	ditto	2 90	3 12	ditto.	
	Chandangah ...	ditto	2 70	2 70	ditto.	
	Kooshteah ...	0 01	3 23	3 28	ditto.	
	Jessore ...	0 21	5 03	5 09	ditto.	
	Khoolnash ...	0 13	6 20	6 33	ditto	From 16th Feb.
	Saugor Island ...	Nil	3 10	3 10	ditto.	
BURDWAN.	Calcutta ...	0 50	5 41	6 16	ditto.	

DIVISIONS.	Stations.	Rainfall from 24th to 27th Feb. 1871	Rainfall from 27th Feb. to 5th Mar. 1871	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY — (Continued)	Alipore { Jail ..	0 21	4 00	5 53	5th Mar. 1871.	
	Alipore { Dispensary ..	0 25	4 00	5 24	ditto.	
	Barrackpore ..	Nil	0 03	0 42	ditto.	
	Dum Dum ..	ditto	0 38	0 38	ditto.	
	Banaset ..	ditto	5 44	5 70	ditto.	
	Satkhirah ..	ditto	7 51	7 81	ditto.	
	Busseerhant ..	ditto	5 46	5 50	ditto.	
	Diamond Harbour ..	0 37	6 00	7 38	ditto.	
	Barrapore ..	0 23	3 08	3 64	ditto.	
	Dacca { Telegraph Office ..	Nil	Not received	0 24	20th Feb. 1871	
Dacca.	Dacca { Jail ..	ditto	3 00	3 00	5th Mar. 1871	Not received 16th to 23rd Jan.
	Burrisaul ..	ditto	4 08	4 11	ditto.	
	Dowlat Khan ..	ditto	1 49	1 49	ditto.	
	Ferozepore ..	ditto	3 41	4 11	ditto.	
	Mudanpore ..	0 0	4 29	1 51	ditto.	
	Kurreepore ..	0 34	3 53	4 03	ditto.	
	Mymensing ..	0 65	0 01	1 01	ditto.	Not received 13th to 19th Feb.
	Jamalpur ..	Not received	Not received	Nil	19th Feb. 1871	
	Atteah ..	Nil	31 80	32 60	5th Mar. 1871	
	Kishorgunge ..	ditto	1 28	1 59	ditto.	
CHITTAGONG.	Sathee ..	0 1	0 83	1 76	ditto.	
	Cachir ..	0 17	Not received	1 07	19th Feb. 1871	
	Hylakandy ..	Not received	ditto	0 02	19th Feb. 1871	From 13th Feb.
	Koyah ..	0 24	ditto	0 51	20th Feb. 1871	
	Chittagong { Telegraph Office ..	Nil	3 40	3 40	5th Mar. 1871	
	Chittagong { Jail ..	ditto	3 54	3 44	ditto.	
	Cox's Bazar ..	ditto	Not received	Nil	20th Feb. 1871	
	Rangamaten Hill ..	Not received	ditto	ditto	5th Feb. 1871.	
	Nokanilly ..	Nil	3 13	3 38	5th Mar. 1871	
	Tippurah ..	ditto	1 20	1 20	ditto.	
COCH BEHAR.	Bahmanbariah ..	ditto	Not received	0 15	20th Feb. 1871.	
	Akyao ..	ditto	0 60	0 80	5th Mar. 1871	
	Buxa ..	ditto	1 20	1 00	ditto.	
	Gawalparah ..	ditto	Not received	0 42	20th Feb. 1871	
	Dhobee ..	Not received	ditto			
	Tona (Garo Hills) ..	1 22	ditto	2 04	26th Feb. 1871	
	Darjeeling { Telegraph Office ..	Not received	ditto	Nil	1st Jan. 1871.	
	Darjeeling { Jail ..	0 14	0 78	1 50	5th Mar. 1871	
	Rungbee ..	Not received	Not received			Not recorded
	Fera ..	ditto	ditto			
ASSAM.	Fulcottah ..	Nil	0 35	2 38	5th Mar. 1871	
	Jalpaiguri ..	0 02	2 73	2 02	ditto.	
	Bola ..	0 04	1 13	1 16	ditto.	Not received 30th Jan. to 12th Feb.
	Lazpore ..	Not received	Not received	0 45	19th Feb. 1871	
	Nowson ..	ditto	ditto	0 20	ditto.	Not received 0th to 15th Jan.
	Munjedyo ..	0 02	ditto	0 14	20th Feb. 1871	From 30th Jan.
	Buxpetrah ..	Nil	ditto	Nil	ditto.	Not received 13th to 19th Feb.
	Gowhatti ..	ditto	ditto	0 77	ditto.	Not received 1st Jan.
	Seesangor ..	1 20	ditto	2 30	ditto.	
	Golaghat ..	0 70	ditto	1 17	ditto.	Not received 23rd to 29th Jan.
	Nazareth ..	0 01	ditto	2 68	ditto.	
	Debraughur ..	0 38	ditto	3 13	ditto.	
	Sudhya ..	0 04	ditto	1 09	ditto.	ditto ditto
	Shillong ..	0 01	ditto	0 06	ditto.	
	Cherimpounee ..	0 73	1 41	5 37	5th Mar. 1871	From 18th Feb.
	Jowai ..	1 14	Not received	2 15	26th Feb. 1871	Not received 6th to 12th Feb.
	Smoogoodmiz ..	Not received	ditto	1 00	19th Feb. 1871.	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 11th March 1871.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta.

DURING THE HALF MONTH 16TH TO 31st JANUARY 1871.

N.B.—The Barometric data are reduced for temperature, and not for height above sea level.

STATIONS.	BAROMETER.										THERMOMETER.										HUMIDITY.				RAINFALL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
	Height above sea level.	MEAN OF					Bar. at.	SOLAR RADIATION.					Mean of mny.	Mean of m.	MEAN OF					Mean.	No. of days' rain.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
		Mean.	4 hours.	10 hours.	24 hours.	Day.		Night.	Max.	Min.	Range.	Day.			Night.	Range.	Low st.	Day.	Night.			Mean.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
Port Blair	120	29.90	Not received.	30.41	29.95	1.16	1.97	21.4	110.5	15.6	10.2	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.

CALCUTTA—JANUARY 1871.

Mean barometric pressure of 10 years	30.025	Mean temperature of 10 years	67.6	Mean humidity of 10 years	71	Mean rainfall of 10 years	0.41
Ratio ratio of 1871	1.000	Ratio ratio of 1871	1.000	Ratio ratio of 1871	1.000	Ratio ratio of 1871	1.000
Defect in 1871	0.000	Excess in 1871	0.000	Defect in 1871	0.000	Defect in 1871	0.000

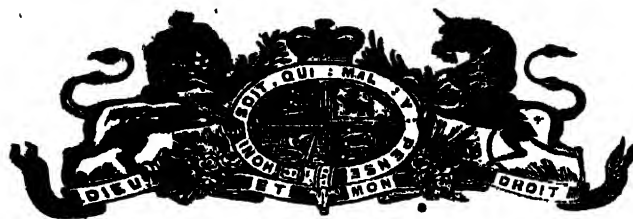
CALCUTTA,

The 11th March 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

PRINTED BY ROWEN MORRIS LEWIS AT THE BENGAL SECRETARIAT OFFICE

No. 12



of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, MARCH 22, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post

Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, the 11th March 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

T. H. COWIE, Esq., *Advocate-General*,
THE HON'BLE ASHLEY EDEN,
A. R. THOMPSON, Esq.,
V. H. SCHALCH, Esq.,
MOULVY ABDOL LUTEEF KHAN BAHADOOR,
T. M. ROBINSON, Esq.,

F. F. WYMAN, Esq.,
BABOO JOTFENDRO MOHUN TAGORE,
T. H. WORDIE, Esq.,

AND

BABOO DIGUMBER MITTER.

CALCUTTA MUNICIPALITY.

THE HON'BLE ASHLEY EDEN moved that the Bill to amend Act VI. of 1863, passed by the Lieutenant-Governor of Bengal in Council, be read in Council. He said he had explained at the last meeting the circumstances under which this Bill was framed, and he need not again go into the question. The Bill was a very short one, and had been circulated to hon'ble members. There was one point, however, to which he would draw attention, namely, that there was an omission in the first section. The section, as drawn, provided that "all Justices of the Peace for the town of Calcutta, and such other Justices of the Peace for Bengal, Behar, and Orissa as the Lieutenant-Governor of Bengal may from time to time, by order published in the *Calcutta Gazette*, nominate on that behalf, shall * * * be a body corporate," &c. It was intended to confine the selection of the Justices for Bengal, Behar, and Orissa to those who were resident in Calcutta; it was necessary therefore that the words "resident in Calcutta" should be inserted after "Justices of the Peace for Bengal, Behar, and Orissa."

The motion was agreed to.

DRAINAGE OF DISTRICTS.

THE HON'BLE ASHLEY EDEN moved that the Bill to facilitate drainage in certain districts of Bengal be further considered in order to the settlement of its clauses.

The motion was agreed to.

After a verbal amendment in the definition of "proprietor of lands"—

THE HON'BLE ASHLEY EDEN said that the next motion that he had to make was with reference to one of the two points deferred at the last meeting at the suggestion of the President. The amendment that he would now move was intended to limit the proportion to be charged against each proprietor to an amount below that to which the value of the land might be increased:—

"XXIa.—The amount to be apportioned by the Commissioners against the proprietor of any lands which before the commencement of the works were to some extent fit for cultivation, but were improved by the said works, shall not, in respect of such lands, exceed the amount of the increased value, which, in the opinion of the Commissioners, shall have been conferred on such lands by such works."

It was obviously just that some such provision should be made as the works would be undertaken at the instance of the proprietors of the bheel lands, the owners of the surrounding lands having no voice in the matter. Therefore, as the work might be undertaken in opposition to the views of the surrounding land-owners, it was fair that the amount they should be called upon to pay should not exceed the increased value of their lands.

BABOO DIGUMBER MITTER said that the effect of this section would be to throw almost the whole burden of the cost of the drainage works on the owners of the bheel lands, and at the same time relieve the owners of the land improved, that is the surrounding lands, from all uncertainty as to their share of contribution towards those works—since the proposed section limits such contribution to the increased value conferred on those lands by the drainage works. Whereas, in the case of the proprietors of bheels, even if the actual cost of the work exceeded the estimate by a hundred per cent, they would have to make good every pice of it. No doubt such a result would not be very encouraging to the holders of the bheels to come forward and ask for improvements of this kind. At the same time it was but fair and proper that there should be a reasonable limit to the State demand in respect of lands, the benefits conferred upon which by the proposed works could not by any possibility be fairly ascertained, and which on that account he had always contended should be altogether exempted from all liability to meet the cost of the drainage works.

The HON'BLE ASHLEY EDEN said the object of the proposed section was to throw the burden as much as possible on those for whose benefit the work was undertaken, and on whose motion the expense was incurred; at the same time he thought the owners of the surrounding lands, who derived a contingent advantage, should contribute to the extent of the benefit derived by them.

The PRESIDENT said that there seemed to him to be only two alternative courses, either to give votes to all interested, or to protect those who did not vote in the manner proposed by this clause. At the last meeting it was clearly shown that it would be very difficult to ascertain who the proprietors were, especially when the definition of "proprietor" was so large; and on the whole it was considered that the main burden of the work should be undertaken by the proprietors of the bheels, who would chiefly benefit by the improvement, and who alone were empowered to decide whether the work should be carried out or not. Therefore he thought that of these two courses the Council would do wisely to accept the alternative provided for by this clause. He thought this course was less open to objection than the other.

BABOO DIGUMBER MITTER said that if he was not out of order, he would state that he thought there would be some difficulty in giving effect to this and the preceding section. Both these sections made it imperative on the commissioners, whilst making the apportionment, to keep closely in view the relative benefits conferred on the land. Now, admitting for the sake of argument that an extensive basin covering an area of twenty-four thousand beegahs could, in spite of the monsoon rains, and the spill waters from the adjacent lands finding their way into the plain, be kept sufficiently dry to admit of its being immediately brought under cultivation, without allowing the bheel gradually, or at all events partially, to silt up, how, he asked, could the relative benefits conferred on the lands by the drainage works be ascertained, except by an actual survey of the crop on the land. In the case of improved land, it was the increased profit that was to be the measure of apportionment, which meant that the yield of the land after the drainage works had come into operation was to be compared with the yield of the same land before the drainage work was executed. If such land yielded one rupee and eight annas per beegah before, and two rupees after the improvement was effected, the amount apportioned against the land would be the amount of the increase, or eight annas. In regard to the bheel lands the apportionment was to be according to the benefits which they had respectively derived. Now, by section 23 of this Bill, it was provided that the apportionment must be made within six months after the completion of the works was certified to the commissioners. It might so happen that the drainage work might be completed in November or December, and in that case there would be no crop before another thirteen months. Moreover, he thought that one season's crop was not a sufficient test to determine the relative benefit conferred on uncultivated land, or the improvements effected on land previously under cultivation.

The PRESIDENT said it seemed to him that the hon'ble member was going beyond the limits of the motion before the Council; his remarks rather related to section 23, and he would be at liberty to propose an amendment on that section when the present motion was disposed of.

The proposed section XXI^a was then agreed to.

BABOO DIGUMBER MITTER said—for the reasons he had already given, he would now move the substitution of "eighteen months" for "six months" in the second line of section 23.

THE ADVOCATE-GENERAL said, he thought that this section, in its practical working, would quite meet the objection of the hon'ble member. The difficulty which he suggested seemed to be simply this, that the period of six months might not be sufficient to enable the commissioners to determine, from the materials before them, whether and to what extent the lands affected by the works had been improved. If the commissioners found themselves in that position, he (the Advocate-General) apprehended that under the section as it stood it would be perfectly competent and right for them under such circumstances not to make such apportion-

ment. In that case it would be competent for the Lieutenant-Governor, who was not limited to any time, to appoint an officer to make the apportionment. The officer appointed by the Government would not be limited by the period of six months or by any other period; and if he agreed with the commissioners in determining that there were not sufficient materials before them, he would defer the revision and apportionment until he was in a position to do so.

THE HON'BLE ASHLEY EDEN said, the real object of the provision was merely to prevent needless delays. It was intended to meet the case of the commissioners "neglecting or refusing" to make the apportionment. It in no way bound the commissioners to report within any particular time,—if they could not report within six months they had only to say so, and the time would be extended without limit simply by the omission of the Lieutenant-Governor to appoint any officer to supersede them. There was nothing to make it compulsory on the Lieutenant-Governor to take action on the expiry of the first six months, and it was never contemplated that he should do so.

BABOO DIGUMBER MITTER said, he understood that the provision was intended simply to guard against the commissioners, who were to be the owners of the land interested, neglecting to make an enquiry and report; and that in such a case the Lieutenant-Governor might take the matter into his own hands. Now he (Baboo Digumber Mitter) thought, the only way to effect the object in view was to extend the period within which the commissioners were to make the apportionment to eighteen months; for it so happened that if the works were completed in November or December, it would be fully twelve months before there would be a crop on the land, and it would take some time to make enquiries; so that eighteen months was the shortest period within which the apportionment could be made.

THE ADVOCATE-GENERAL observed that the hon'ble member seemed to forget that, under the section as it stood, the commissioners were not bound to make their apportionment within six months. The section merely provided that if the commissioners did not make the apportionment within six months, the Lieutenant-Governor might appoint an officer to do so. But there was nothing to prevent the Lieutenant-Governor from allowing the commissioners further time, if it appeared that the apportionment could not be made within six months. The object of the section was merely to provide against neglect in making the apportionment where the proper materials were before the commissioners: it did not bind them to make the apportionment within that time when they had not the means of doing so.

MR. ROBINSON said, he would point out, in support of the hon'ble member's amendment proposing to extend the time to eighteen months, that it seemed to him that it would be a great mistake for the Council to provide that the commissioners should make their apportionment within a certain time, when it was not possible that they could do so within that time. In the case of a bheel it was perfectly impossible for any one to say, within six months of the completion of the drainage works, to what extent the land had become culturable or had increased in value. And although this was only a permissive Bill, yet he thought the Bill should not limit the time for making an apportionment to a period within which it was truly impossible to come to any conclusion.

THE HON'BLE ASHLEY EDEN observed that, in reality, there was no limit of time within which the apportionment must be made: the enquiry might go on for six years, if the Lieutenant-Governor did not exercise his power of interference under the section.

THE PRESIDENT said, he thought there was a very great deal of reason in what had fallen from the hon'ble member on his right (Mr. Robinson). At the same time he also took the view of the learned Advocate-General that the power was merely permissive in the hands of the Lieutenant-Governor. It might be that, within six months, the Lieutenant-Governor might be satisfied that the commissioners were so much disagreed amongst themselves, that it was advisable to take the matter out of their hands and put it in the hands of some one else. He fully admitted that that course should not be taken lightly, and the section could only be passed on the supposition that the Lieutenant-Governor would exercise a reasonable discretion in the matter. Whether it would be desirable to extend the time, subject to the risk of its being wasted, as in the case of the commissioners disagreeing amongst themselves—whether it would be desirable to run the risk of that evil, or the risk of an abuse of power by the Lieutenant-Governor—he would leave in the hands of the Council.

MR. WYMAN said, it seemed to him that, if the section was passed as it stood, the commissioners might feel themselves bound to come to a decision, before they had the proper materials to do so. If it was intended to give a discretionary limit of time, he thought it would be better to fix the extreme limit. The commissioners might come to a decision within three months. It did not follow that they would defer their decision to the full time, if they had sufficient materials to enable them to arrive at a satisfactory conclusion. Therefore, on all grounds, he thought the time should be extended to eighteen months.

THE HON'BLE ASHLEY EDEN said, he most strongly objected to any such alteration of the section as was contemplated by the amendment before the Council. If the time for the making of the apportionment were extended to eighteen months, he thought the work would be allowed to crawl on till the full time had expired, it would merely be an inducement to postpone the determination of the enquiry indefinitely. So long as the period of six months was maintained in the Bill, it would induce the commissioners to attend to the work of apportionment. He could not see that there was any difficulty at all as the section now stood. As

had been already pointed out, there was really no limit as to the time in which the commissioners were to complete their work, though the section did provide that, in the case of recusant zemindars neglecting or refusing to make the apportionment, the Lieutenant-Governor would have the power to step in and appoint an officer to settle the matter.

THE PRESIDENT said that, on the whole, he was inclined to submit a compromise, and propose that a period of twelve months should be fixed instead of six.

MR. RIVERS THOMPSON said, he thought that the ground on which the hon'ble member, who was in favor of an extension of the period within which the commissioners should be required to make an apportionment of the cost of the drainage works, had based his argument, was founded on a false premise. He said that the crop must be inspected to enable the commissioners to arrive at a proper decision of the benefits derived by the improvement. If that was the ground on which the argument was based, he (Mr. Thompson) thought that even a delay of eighteen months might give a false impression, if they made the crop the measure of the amount to be levied. One year might prove a very bad season, and it would be unfair to base on that ground the award to be given. The 21st section of the Bill said that the award of the commissioners should be determined with reference to the quantity of the land which would be benefited by the improvement, and the benefit derived by the land. If the land benefited had been entirely bheel land, and had been brought into a culturable condition, the commissioners would be able to decide, with reference to the quality of the land and the rent at which it was likely to be let as compared with land in adjacent places, the charges to which the proprietors would be liable. An inspection of the crop, it seemed to him, would be altogether unnecessary.

The Council then divided on BABOO DIGUMBER MITTER'S motion to substitute eighteen months for six months, in line 2 of section 23 :—

AYES—5.
 Baboo Digumber Mitter.
 Mr. Wordie.
 Baboo Joteendro Mohun Tagore.
 Mr. Wyman.
 „ Robinson.

NOES—6.
 Moulay Abdoool Lutef.
 Mr. Schaleh.
 „ Rivers Thompson.
 The Hon'ble Ashley Eden.
 The Advocate-General.
 The President.

The motion was therefore negatived.

THE PRESIDENT then moved the substitution of "twelve months" for "six months."

The Council divided :—

AYES—7.
 Baboo Digumber Mitter.
 Mr. Wordie.
 Baboo Joteendro Mohun Tagore.
 Mr. Wyman.
 „ Robinson.
 „ Schaleh.
 The President.

NOES—4.
 Moulay Abdoool Lutef.
 Mr. Rivers Thompson.
 The Hon'ble Ashley Eden.
 The Advocate-General.

The motion was therefore carried.

On the motion of the President, the words "within six months" were inserted after the word "or," in the 6th line of the same section.

On the motion of the Hon'ble Mr. Eden, two verbal amendments were made in section XXXIIa.

THE HON'BLE ASHLEY EDEN moved the introduction of the following section after section 40, with the object of giving effect to the views expressed by the President at the last meeting of the Council :—

"XLc. Whenever more persons than one may claim or be alleged to be proprietors of any lands within the meaning of this Act, the commissioners may, in a summary way, determine which of such persons is for the purposes of this Act to be deemed to be the proprietor of such lands, and shall determine to be proprietor of such lands any person who, being the owner of a superior tenure or interest in such lands, shall dispute the perpetual nature or the fixity of rent of any subordinate tenure therein held immediately from him, and shall pay the proportion of advances chargeable against such lands."

MR. SCHALEH said, it seemed to him that the object of this section was really to enable the commissioners, in case of dispute as to who were proprietors of the land improved, to decide the question summarily, until it was decided by a more competent tribunal: if that was the effect of the proposed section, he would have no objection to offer to it. But he thought that the section might be made more clear by declaring, by a proviso, that the determination of the commissioners under this section would only hold good so long as the question of proprietorship was not determined by the civil court. So far as regards the first portion of the section.

As to the latter part of the section, where the superior and under-tenant were disputing the question of the perpetual nature of the tenure or the fixity of its rent, he presumed that the party who was cast by the commissioners might go to the civil court to determine whether he held at a fixed rent or not, and on that being decided in his favor, he presumed that the decision of the commissioners would cease to have effect; for the party determined by the commissioners to be the proprietor would have to pay the cost of the works, and it might be a question afterwards how far it would be recoverable from the person who ought to have been determined to be the proprietor.

The **ADVOCATE-GENERAL** said, he thought the difficulty was quite got over by a reference to the concluding words of section 41. The section now proposed to be introduced would come immediately before the 41st section, and would have the effect of empowering the commissioners to determine, for the purposes of this Act, who was to be considered the proprietor of the land. The conclusion that the commissioners might come to on that question, taken in connection with the 41st section, which provided that the determination of the commissioners should not be evidence in any proceeding not under this Act, would in no way affect the question of proprietorship as between the two contending parties, or the question of the perpetual nature of the tenure, or the fixity of its rent. That could only be determined by a civil court; and by the concluding words of section 41 that was left open for determination in the regular way. The object of the proposed section was merely for the more convenient carrying out of the purposes of the Act; it did not decide whether the claim to proprietorship, or the claim to perpetuity, or fixity of rent, was or was not well founded in law: that must be decided by the civil court.

MR. SCHALCH said, he understood from the explanation afforded by the learned **Advocate-General** that, practically, the decision of the commissioners would cease to have effect, as between the parties, when the question was decided by the civil court: the decision of the commissioners would only be for the purposes of this Act. He had therefore no objection to offer to the proposed section.

MR. ROBINSON said, he did not understand the object of the words in the 11th line of the proposed section, "held immediately from him." There might be an occupier, or an actual cultivator, *not* holding immediately from the holder of the superior tenure. It appeared to him that some difficulty might arise from the use of the words to which he had referred. There might be a proprietor of a "jote" with a large number of subordinate tenants under him, and difficulties might arise in such a case.

THE ADVOCATE-GENERAL said, the difficulty that had been suggested would be entirely got over, if the present section and section 41 were read with the definition of "proprietor of lands." Under the definition "proprietor of lands" was to mean the person having a perpetual tenure or interest at a fixed rate of rent entitling him to immediate occupation of the land, or to the receipt of rent from the ryots, or from a tenant holding directly from him under a temporary lease. If there was a person who came forward and said he was the last in order of tenure-holders having a tenure with a perpetual interest and fixity of rent, then the section provided that the commissioners might determine that he was the person in the position of a proprietor for the purposes of this Act. It was not to be supposed that a decision under this section in favor of a dur-putneedar or se-putneedar would be complained of by a superior holder, who, if he knew his interest, would be but too glad to acquiesce in the arrangement.

THE PRESIDENT said that if the superior holder admitted the title of the under-tenant and threw on him the duty of paying for the improvement, it was not for the zemindar to dispute it. If the putneedar relieved his under-tenant of the responsibility, what was it to the zemindar whether the jotedar did or did not relieve the putneedar of the burden.

BABOO DIGUMBER MITTER said, this section was intended to obviate the difficulty where conflicting mousoosee claims were asserted to the same land, and where in making the apportionment it would be difficult to determine which was the rightful holder or proprietor of the jote. But he did not see how it would assist the commissioners in ascertaining, in the first instance, whether the persons who had represented themselves as owners of half the bheel, and given their adhesion to the scheme, were really "proprietors" as defined in the Bill. After the work had been completed, some one might come forward and dispute the legality of the thing on the ground that the works had been undertaken on the votes of persons who had no perpetual interest, and who were not "proprietors" according to the definition in the Act, and the whole proceeding was on that account null and void. It was not at all unlikely that some of the persons whose votes had been taken were not "proprietors," so that the whole proceeding under the Act might prove to be invalid, and the Government might not have any claim to the refund of the advances that they had made.

THE ADVOCATE-GENERAL said, he must explain once more that the object of the section, as he understood it, was not in any way to determine the question whether A or B was proprietor; but all that the section proposed to do was to assess the proprietor who came forward and said—"I am the superior holder and owner as regards perpetuity of tenure and fixity of rent, and, therefore, I claim to be proprietor for the purposes of this Act." It would be impossible to lay down any legislative rule to enable the commissioners to decide in a case where two proprietors came in and one said "I am the proprietor," and the other said "you are not." Any question of that kind would have to be determined by the civil courts.

Section XLA was then agreed to.

THE PRESIDENT said, the Council had now gone through the settlement of the clauses of this Bill, and although it might not turn out to be as he had before expressed it, such as to hold water for all time, he believed the Bill was as good as the Council could make it at present. He thought that the Bill was as just a one as we could hope to make it, and being an experimental measure it was desirable that we should pass it in some shape, in order that we might have the experience of its working to guide us in the future introduction of a general Bill to be applicable to all the districts in Bengal. If, when the Bill was passed into law, it

was found to be defective in any particulars, and that it required amendment and tinkering, why, being passed by this Council, we could amend and tinker it ourselves. It might be a question whether we shall obtain the sanction of the Governor General to this Bill; but there could be no question that if, after the Bill was passed and assented to by the Viceroy, it was found that any reasonable amendments were required in it, there would be no difficulty to obtain sanction to those amendments.

He had been a good deal impressed with the necessity of some such Bill as this being passed as a general measure; for he had learned in the course of last week that in many parts of Bengal there was a good deal of public spirit and a very great inclination on the part of the people to undertake works of this kind which might benefit the community of any part of the country. There were in fact, he was led to believe, parts of Bengal in which the people were anxious to throw off the imputation of slothfulness and inactivity which was made against them in undertaking works of this kind. He would ask leave to read to the Council a petition which had been lately received, and which he had reserved for consideration till the proper time arrived. It was a petition addressed to the Lieutenant-Governor of Bengal from the inhabitants of certain villages in the sub-division of Comerecolly in zillah Pubna. The petitioners stated—

“That the villages named above are situated in the margins of jheels Kakina, Gazaria, Saibhanga, Nilmaria, Chorbela, Padmabala, Kulamara, Baghargara, Kaligara. These jheels are very deep, and as they have no outlet, a great part of the said villages remain under water throughout the year, causing great loss and injury to the ryots. A petition having been made to Mr. Beaufort, late magistrate of Pubna, that officer was pleased to cause a canal to be dug for the discharge of the waters of the jheels noted above, and thus remove the sufferings of the people for a time. Owing to their misfortune a portion of the canal in question (about eight fathoms in length) has been filled up, and thus an impediment has again stood to the free discharge of water, which has again thrown the ryots into their previous sufferings.

“That the zemindars of the villages named above, though punctual in collecting their rents, are blind to the inconveniences and sufferings of their ryots. Your petitioners, therefore, most humbly pray that your Honor will be graciously pleased to issue orders on the magistrate of Pubna and the deputy magistrate of Comerecolly, to cause the excavation of the canal with the object to remove the distress of the ryots who are willing to bear one-half of the cost, provided the other half be realized from the zemindars of the villages.”

So these ryots not merely wished to have this improvement, but expressed their willingness to defray half the cost that might be incurred in executing it. That, he thought, was a reasonable petition. He did not intend to assume that the zemindars were really blind to the sufferings of their ryots. All he meant to say was that these were ryots who proposed to deal with the evil they complained of in a practical way by suggesting a remedy and proposing to take on themselves a portion of the burden of the expense. They not only cried to heaven, but were ready to help themselves. Now a petition of this kind seemed to go to confirm what he had heard stated that there was real ground for wishing that a Bill of this sort should be passed which might be applied to other parts of the country.

Perhaps it was also desirable that he should take notice of another petition relating apparently to a part of this Bill, namely, the definition of the word “proprietor”, which he understood had been printed and circulated amongst the members of the Council. The petition purported to be a petition of the English and native ryots of Bengal, and was signed by Mr. John Stalkartt on their behalf. He (the President) really did not know what authority Mr. Stalkartt had to represent the English and native ryots of Bengal; but what he said as regards this Bill was—

“That we object to the definition therein recorded of the ‘proprietor of lands.’ We most humbly beg that it be amended according to the definition laid down in the Hon’ble Court of Directors’ letter dated 27th December 1830.

“*Para 3* What we understand by the term recorded proprietor so frequently termed in correspondence is, that among the individuals having a hereditary interest in the soil of the village or other districts, the name of one or more is entered in the Collector’s books as persons entitled to engage with Government for the revenue; that the party so engaging is in reality a contractor with Government for a certain amount of revenue.”

As far as he understood it, the object of the petitioner was to protest against the term “proprietor” being extended to permanent under-tenants. He thought that the objection was unreasonable, because nothing could be clearer than this, that the persons who would chiefly benefit by improvements in the land was the person who held a permanent tenure, whether as a subordinate tenant or directly from the Government.

The remaining portion of the petition referred to the rent laws which were not now before the Council, and therefore the only expression in that part of the petition which it was necessary to notice was that it was asserted in the last paragraph of the petition—

“We humbly and most respectfully protest against this class legislation. We beg to state that in the passing of the above rent laws the zemindars’ and landholders’ association, some half a dozen out of the millions of Bengal, were the only people consulted, and not even one single ryot.”

He must say, in regard to this, that he had always found great difficulty in ascertaining what the wishes of the ryots, who were the most numerous class, really were. He had been told as regards financial matters that the ‘people’ would like to get rid of the income tax and pay instead an increased duty on salt; and it occurred to him that perhaps the ‘people’ alluded to, were those upon whom the income tax fell—a very small minority. However that might be, it

was at any rate most desirable to know the feelings and opinions of the humbler members of society, and since the petitioner alleged that only half a dozen persons had been consulted, he should like to know whether any hon'ble member was in charge of this petition, and whether, representing the ryots, he would wish to say anything on the subject.

The preamble and title were then agreed to.

REGULATION OF LODGING HOUSES AT POOREE.

THE HON'BLE ASHLEY EDEN, in moving that the Bill for the better sanitation of Pooree, and regulation of lodging-houses therein, be further considered in order to the settlement of its clauses, said that, since the last meeting of the Council, a petition had been sent to the Council by a gentleman engaged in missionary labors in Orissa, and the petition, he believed, had been circulated to the Council. He was quite sure that the petition was written with the best possible motives and for a most humane purpose, but he could not find that there was anything in it that could take a practical form in connection with the present Bill. The chief evil that was complained of in the petition was that relating to what are called "pilgrim-hunters," and it was suggested that a check should be put to any and every act of extortion on their part. He did not see what the Council could possibly do in this Bill to prevent that evil; he thought that special legislation for the prevention of the evil could not be devised, so long as the inclinations of the people led them to place themselves in the hands of these men. All that we could do was to provide for the proper treatment of the pilgrims when they arrived at their destination, and this object was secured by this Bill.

The other provision suggested by Mr. Bailey related to the sale of *mathaprasad*, or holy food sold at the temple. This subject was discussed before, when a Bill similar to the present one was pending, and after much consideration the Council came to the conclusion that it was not desirable to make any provision on that point. Therefore, on the whole, he (Mr. Eden) did not propose to make any change in the Bill in consequence of the receipt of this petition.

The motion was agreed to.

Verbal amendments were made in sections 22 and 39, and in the preamble and title; and, on the motion of the ADVOCATE-GENERAL, the definition of the term "inmate" was struck out as being unnecessary.

The Council was adjourned to Saturday, the 18th instant.

Saturday, the 18th March 1871.

P R E S E N T :

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding*.

T. H. COWIE, ESQ., <i>Advocate-General</i> ,	F. F. WYMAN, ESQ.,
THE HON'BLE ASHLEY EDEN,	BABOO JOTENDRO MOHUN TAGORE,
A. R. THOMPSON, ESQ.,	T. H. WORDIE, ESQ.,
V. H. SCHALCH, ESQ.,	AND
MOULVY ABDUL LUTEEF KHAN BAHADOOR,	BABOO DIGUMBER MITTER.
T. M. ROBINSON, ESQ.,	

CALCUTTA MUNICIPALITY

THE HON'BLE ASHLEY EDEN applied to the President to suspend the rules for the conduct of business to enable him to move that the Bill to amend Act VI. of 1863, passed by the Lieutenant-Governor of Bengal in Council, be taken into consideration in order to the settlement of its clauses.

THE PRESIDENT having declared the rules suspended—

THE HON'BLE ASHLEY EDEN moved that the above Bill be taken into consideration in order to the settlement of its clauses.

The motion was put and agreed to.

Section I was agreed to with the insertion of the words "resident in Calcutta," after the word "Orissa," in line 15.

Section II was agreed to after the insertion of the words "1st day of June 1871," in the blanks in line 3, as the date for the commencement of the Act.

Section III and the preamble and title were agreed to.

REGULATION OF LODGING-HOUSES AT POOREE.

THE HON'BLE ASHLEY EDEN moved that the Bill for the better sanitation of Pooree and other towns in Orissa, and regulation of lodging-houses therein, be passed.

The motion was put and agreed to.

DRAINAGE OF DISTRICTS.

THE HON'BLE ASHLEY EDEN moved that the Bill to facilitate drainage in certain districts of Bengal be passed.

The motion was put and agreed to.

THE PRESIDENT said that before adjourning the Council he thought it right to state that on Saturday next he proposed to suspend the rules for the conduct of business in order to give him an opportunity of making a statement regarding the local finances of Bengal. He feared that he should not be in a position to lay before the Council a complete budget of expenditure and income as was desired by the Government of India when certain funds were allotted and placed at the disposal of the local Governments. Looking at the state of things throughout India—seeing that the other local Governments had announced their intentions and had prepared Bills to give effect to their proposals, and as he was afraid that there was a good deal of misapprehension based on an unfounded statement that had been made that it had been found quite unnecessary to impose local taxation to make up the deficit caused by the short assignment, it was desirable that he should take the earliest opportunity of placing the Council in a position to enable them to judge of our financial prospects so far as it was in his power to do so. He should therefore take the opportunity next meeting to lay before hon'ble members such information as he found he was possessed of in regard to these financial matters. He would state in general terms what was the result of the assignments that had been made, what funds we had to meet the expenditure, and how we stood with reference to departmental demands. And he would make suggestions pointing out his view of the shape in which we should have to consider the measures that might be necessary when we entered into a more detailed consideration of the subject in connection with Bills that might possibly be brought before the Council. He therefore adjourned the Council to 11 o'clock on Saturday next, when he would make the above statement.

Meteorological Telegraphic Report for the period 12th to 18th March 1871.

STATION.	Date	Hour.	Barometer reduced to 3°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat = 100	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	March											
	12th	10	29.955	29.975	81.0	75.0	71	S by W	...	...	.....	b
	12th	16	29.839	29.854	81.0	72.2	36	S W	...	...	.....	b
	13th	10	29.935	29.973	80.0	77.0	86	S by W	...	...	.....	b
	13th	16	29.788	29.874	81.0	72.2	36	S by W	...	...	.....	b
	14th	10	29.858	29.876	83.0	73.5	61	S S W	...	...	.....	b
	14th	16	29.724	29.742	82.3	70.1	59	S W	...	...	C	b
	15th	10	29.754	29.774	84.0	74.0	60	S S W	...	...	.....	b
	15th	16	29.651	29.660	83.5	71.0	36	S W	...	...	.....	b
	16th	10	29.870	29.868	81.0	70.2	46	N by E	...	...	.....	b
	16th	16	29.736	29.751	81.5	70.7	32	W by N	...	...	.....	b
	17th	10	29.942	29.980	87.5	61.0	24	W by N	...	...	.....	b
	17th	16	29.791	29.812	87.0	65.4	26	W	...	...	.....	b
	18th	10	29.919	29.936	80.2	63.2	31	W S W	...	...	.....	b
	18th	16	29.791	29.809	87.0	66.0	27	W S W	...	...	.....	b
SANDWICH ISLAND.	12th	10	29.974	29.980	83	80	87	S S W	8.1*	...	.....	b
	12th	16	29.852	29.858	83	79	83	S S E	8.0*	...	.....	b
	13th	10	29.951	29.957	82	79	87	S	4.1*	...	.....	b, m, scuds
	13th	16	29.794	29.804	85	80	79	S S E	7.0*	...	K	b
	14th	10	29.871	29.877	84	77	71	S S W	9.0*	...	.....	b, m
	14th	16	29.739	29.745	89	80	66	S S E	5.0*	...	.....	b, m
	15th	10	29.771	29.780	84	78	75	S	11.1*	...	.....	m
	15th	16	29.650	29.665	86	81	79	S S E	12.2*	...	.....	m
	16th	10	29.870	29.876	86	71	44	N W	8.6*	...	.....	m
	16th	16	29.756	29.762	91	74	53	S S E	9.0*	...	.....	m
	17th	10	29.959	29.965	84	68	31	N N W	9.1*	...	.....	b, m
	17th	16	29.814	29.820	87	70	39	S E	8.4*	...	.....	m
	18th	10	29.935	29.941	81	74	70	N W	3.0*	...	.....	m
	18th	16	29.804	29.810	86	76	61	S	5.0*	...	.....	m
CHITTAGONG.	12th	10	29.926	29.937	85	73	54	W	3.6*	...	.....	b
	12th	16	29.778	29.788	87	75	55	W	6.3*	...	.....	b
	13th	10	29.941	29.949	86	76	57	N W	3.1*	...	.....	b
	13th	16	29.720	29.736	88	77	58	W	5.4*	...	.....	b
	14th	10	29.846	29.848	86	74	91	W S W	2.8*	...	K	b, m
	14th	16	29.690	29.709	89	70	65	S W	8.9*	...	.....	b
	15th	10	29.710	29.740	85	77	68	S W	4.5*	...	.....	b, m
	15th	16	29.603	29.774	85	77	63	S W	18.6*	...	C	b
	16th	10	29.813	29.824	85	78	71	S	9.1*	...	K	b, m
	16th	16	29.712	29.742	86	79	72	S E	17.3*	...	K, C	b
	17th	10	29.881	29.882	83	69	46	E N E	7.1*	0.60	.....	b, m, r
	17th	16	29.712	29.822	84	80	69	N W	5.6*	...	.....	b, m
	18th	10	29.831	29.844	77	68	60	E	3.9*	...	.....	b, m
	18th	16	29.807	29.818	85	68	37	W S W	6.5*	...	.....	b
MADRAS.	11th	10	30.013	30.013	84	71	50	E by N	3*	...	.....	b
	11th	16	29.901	29.931	81	71	50	N E by E	6*	...	.....	b
	12th	10	30.032	30.062	82	71	55	N E by E	5*	...	.....	b
	12th	16	29.834	29.924	85	71	51	N E by E	6*	...	.....	b
	13th	10	30.017	30.047	83	71	52	E	5*	...	.....	b, m
	13th	16	29.847	29.877	85	75	60	E by S	9*	...	.....	b
	14th	10	29.940	29.969	85	73	54	S by E	6*	...	.....	b
	14th	16	29.878	29.868	89	72	40	E by S	10*	...	.....	b
	15th	10	29.913	29.913	84	73	46	S	11*	...	.....	b
	15th	16	29.772	29.802	88	74	46	E S E	12*	...	.....	b
	16th	10	29.970	29.970	88	74	49	S S E	12*	...	.....	b
	16th	16	29.797	29.827	87	75	55	E S E	11*	...	.....	b
	17th	10	29.914	29.974	87	75	55	S S E	9*	...	.....	b
	17th	16	29.805	29.835	87	75	55	E S E	11*	...	.....	b
CUTTACK.	11th	10	29.911	29.944	80	69	54	W N W	...	...	.....	b, fair.
	11th	16	29.765	29.817	80	82	75	S	...	...	.....	Fair.
	12th	10	29.898	29.981	81	71	59	W	...	...	.....	Fair.
	12th	16	29.733	29.814	91	69	24	W S W	...	...	.....	Fair.
	13th	10	29.895	29.978	81	69	51	W	...	...	.....	Fair.
	13th	16	29.740	29.811	91	68	25	W S W	...	...	.....	Fair.
	14th	10	29.781	29.863	81	78	75	W S W	...	...	.....	Fair.
	14th	16	29.680	29.711	91	70	31	S S E	...	...	.....	Fair.
	15th	10	29.752	29.834	84	69	43	W S W	...	...	.....	b, fair.
	15th	16	29.615	29.690	93	69	24	S W	...	...	.....	Fair.
	16th	10	29.776	29.859	86	69	38	W	...	...	.....	Fair.
	16th	16	29.660	29.741	92	71	31	S S W	...	...	.....	Fair.
	17th	10	29.900	29.982	84	63	25	N E	...	...	.....	b, fair.
	17th	16	29.724	29.804	91	64	16	N W	...	...	.....	Fair.
ARUNACHAL.	12th	10	29.958	29.973	81	68	49	S E	1	...	C	b
	12th	16	29.835	29.850	86	75	57	N W	2	...	C	b
	13th	10	29.953	29.964	79	70	61	N E	1	...	.....	b
	13th	16	29.789	29.801	84	71	49	W	2	...	.....	b
	14th	10	29.889	29.904	78	68	57	E N E	1	...	.....	b
	14th	16	29.847	29.862	85	78	71	W	2	...	C	b
	15th	10	29.871	29.886	80	76	82	S	1	...	K	b
	15th	16	29.771	29.786	84	78	75	W	1	...	.....	b
	16th	10	29.931	29.946	80	77	84	E S E	1	...	KS	b
	16th	16	29.810	29.825	84	79	79	E S E	1	...	.....	b
	17th	10	29.971	30.086	80	70	83	E	1	...	K, KS, C	b
	17th	16	29.817	29.832	85	78	71	S S W	1	...	K, KS	b
	18th	10	29.911	29.926	80	71	71	N N E	1	...	CK, KS	b
	18th	16	29.787	29.802	85	76	61	W	1	...	.....	b, l

* Velocity of wind in miles per hour.

CALCUTTA,
The 18th March 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISION.	Stations.	Rainfall from 27th Feb. to 5th Mar. 1871.	Rainfall from 6th to 12th March 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	0.10	Nil	0.70	12th Mar. 1871.	
	Jail ...	0.31	ditto	0.87	ditto.	
	False Point ...	3.15	Not received	3.45	5th Mar. 1871.	
	Jagipore ...	0.50	ditto	0.50	ditto.	
	Kendraparah ...	0.90	Nil	1.10	12th Mar. 1871.	
	Jugutsingapore ...	2.90	ditto	5.40	ditto.	
	Sumbulpore ...	0.35	Not received	1.05	5th Mar. 1871.	
	Balasore ...	0.83	Nil	1.18	12th Mar. 1871.	
	Bhuddruck ...	Not received	Not received	3.27	26th Feb. 1871.	
	Pooroe ...	1.80	ditto	2.14	5th Mar. 1871.	
CHOTA NAGPORE.	Khoordah ...	Not received	ditto	0.70	26th Feb. 1871.	
	Hazaribagh ...	0.88	Nil	1.08	12th Mar. 1871.	
	Burhee ...	Not received	Not received	0.01	22nd Jan. 1871.	
	Pachamba ...	1.02	Nil	1.11	12th Mar. 1871.	
	Rauthee ...	2.13	ditto	2.13	ditto.	
	Palamow ...	0.37	Not received	0.61	5th Mar. 1871.	
	Patna ...	2.30	Nil	2.38	12th Mar. 1871.	
	Gobindpore ...	Not received	Not received	.		Not recorded.
	Chyebassa ...	2.45	Nil	3.13	12th Mar. 1871.	
PATNA.	Patna ...	0.02	ditto	0.09	ditto.	
	Behar ...	0.38	Not received	0.64	5th Mar. 1871.	
	Barh ...	0.17	Nil	0.97	12th Mar. 1871.	
	Dinapore ...	0.02	ditto	0.02	ditto.	
	Gya ...	Not received	Not received	Nil	15th Jan. 1871.	
	Sherghotty ...	ditto	ditto	0.16	26th Feb. 1871.	
	Nowadah ...	0.67	ditto	1.09	5th Mar. 1871.	
	Arungabad ...	0.13	Nil	0.3	12th Mar. 1871.	Not received 23rd Jan. to 26th Feb.
	Chumpan ...	Nil	ditto	0.18	ditto.	
	Chuprah ...	ditto	ditto	Nil	ditto.	
BHAUGPORE.	Sewan ...	0.24	Not received	1.24	5th Mar. 1871.	Not received 13th to 16th Feb.
	Mozulferpore ...	Nil	Nil	0.60	12th Mar. 1871.	
	Durbihangah ...	0.37	ditto	0.13	ditto.	Not received 30th Jan. to 5th Feb.
	Seetunaree ...	3.45	ditto	3.75	ditto.	Not received 16th to 22nd Jan.
	Tappore ...	0.09	Not received	0.23	5th Mar. 1871.	
	Arrah ...	0.08	Nil	0.69	12th Mar. 1871.	
	Roxar ...	0.20	ditto	0.23	ditto.	
	Sasseram ...	Not received	Not received	Nil	19th Feb. 1871.	
	Bhubhooh ...	0.43	Nil	0.43	12th Mar. 1871.	
	Benares ...	0.55	ditto	0.75	ditto.	
BHAUGPORE.	Bhaugulpore ...	0.38	ditto	0.65	ditto.	
	Madheypoorah ...	0.48	Not received	1.83	5th Mar. 1871.	
	Banka ...	1.35	Nil	1.35	12th Mar. 1871.	Not received 13th to 16th Feb.
	Monghyr ...	Nil	ditto	0.10	ditto.	
	Jamouie ...	1.43	ditto	1.78	ditto.	Not received 30th Jan. to 5th Feb.
	Begooosari ...	Nil	ditto	0.40	ditto.	Not received 30th Jan. to 5th Feb. and 26th to 26th February.
	Deoghur ...	0.92	ditto	0.92	ditto.	
	Jamtara ...	3.00	ditto	3.00	ditto.	From 13th Feb.
	Rajmehal ...	Not received	Not received	0.60	26th Feb. 1871.	From 12th Feb.
	Purneah ...	0.41	Nil	0.78	12th Mar. 1871.	
RAJSHAHY.	Ranpore Beaulah ...	0.89	ditto	0.91	ditto.	
	Natore ...	0.86	ditto	0.86	ditto.	
	Hograh ...	Not received	Not received	Nil	26th Feb. 1871.	
	Dunagpore ...	ditto	Nil	0.92	12th Mar. 1871.	Not received 27th Feb. to 5th Mar.
	Maldah ...	1.61	ditto	1.63	ditto.	
	Berhampore ...	1.28	ditto	1.3	ditto.	
	Jungipore ...	0.07	ditto	1.09	ditto.	
	Lalbagh ...	1.00	ditto	1.06	ditto.	From 16th Jan.
	Purnea ...	1.63	0.81	2.49	ditto.	
	Coomercolly ...	2.11	1.50	3.61	ditto.	
BURDWAN.	Serajgunge ...	1.20	0.15	1.70	ditto.	
	Ranpore ...	2.30	Not received	2.30	5th Mar. 1871.	Not received 23rd Jan. to 5th Feb.
	Bhowanigunge ...	2.90	ditto	3.21	ditto.	From 22nd Jan.
	Titalya ...	3.06	0.09	3.23	12th Mar. 1871.	
	Burdwan ...	2.52	Nil	2.80	ditto.	
	Cutwa ...	2.07	0.80	3.77	ditto.	Not received 20th to 26th Feb.
	Culna ...	1.67	Nil	1.77	ditto.	Not received 18th to 24th Feb. and 4th and 5th March.
	Bood-Bood ...	3.23	ditto	3.94	ditto.	
	Banootah ...	3.28	ditto	3.76	ditto.	
	Raneegunge ...	2.25	ditto	2.36	ditto.	
PRESIDENCY.	Sooree ...	2.16	ditto	2.25	ditto.	Not received 30th Jan. to 5th Feb.
	Hooghly ...	Not received	ditto	Nil	ditto.	Not received 27th Feb. to 5th Mar.
	Howrah ...	0.00	ditto	0.40	ditto.	
	Midnapore ...	7.34	ditto	7.49	ditto.	Not received 20th to 26th Feb.
	Contai ...	1.65	ditto	1.98	ditto.	
	Gurhatta ...	3.60	ditto	3.74	ditto.	Not received 9th Jan. to 5th Feb.
	Tumlook ...	11.84	ditto	12.88	ditto.	Not received 16th to 29th Jan. and 6th to 12th Feb.
	Kishnaghur ...	2.81	0.19	3.16	ditto.	
	Dongong ...	6.75	Not received	6.75	5th Mar. 1871.	Not received 13th to 26th Feb.
	Ranaghat ...	2.13	Nil	2.63	12th Mar. 1871.	
PRESIDENCY.	Melnapore ...	2.90	Not received	3.42	5th Mar. 1871.	
	Choodangah ...	2.70	0.70	3.40	12th Mar. 1871.	
	Kooshteah ...	3.22	0.80	4.08	ditto.	
	Jessore ...	5.68	0.12	6.11	ditto.	
	Khooldneah ...	0.20	Not received	6.33	5th Mar. 1871.	From 16th Feb.
	Jendadah ...	Not received	0.02	0.62	12th Mar. 1871.	From 6th March.

DIVISION.	Stations.	Rainfall from 27th Feb. to 6th Mar. 1871.	Rainfall from 6th to 12th Mar. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.— (Continued.)	Saugor Island	3.10	Nil	3.40	12th Mar. 1871.	
	Calcutta	5.41	ditto	6.16	ditto.	
	Alipore { Jail	4.09	ditto	5.33	ditto.	
	{ Hospital... ..	4.09	ditto	5.24	ditto.	
	Barrackpore	6.02	Not received	6.42	5th Mar. 1871.	
	Dum Dum	6.38	ditto	6.38	ditto.	
	Baraset	5.44	ditto	5.79	ditto.	
	Satkhherah	7.51	ditto	7.84	ditto.	
	Bussorahut	5.46	ditto	5.50	ditto.	
	Diamond Harbour	6.60	ditto	7.38	ditto.	
Dacca.	Barriopore	3.08	ditto	3.04	ditto.	
	Dacca { Telegraph Office	4.23	0.80	5.32	12th Mar. 1871.	
	{ Jail	3.00	0.70	3.70	ditto.	Not received 16th to 22nd Jan.
	Burrianul	4.08	Nil	4.11	ditto.	
	Dowlat Khan	1.40	0.13	1.91	ditto.	
	Persepore	3.31	Nil	4.11	ditto.	
	Madairpore	4.29	0.12	4.63	ditto.	
	Furreeopore	3.52	0.27	4.30	ditto.	
	Mymensing	0.01	0.40	2.01	ditto.	Not received 13th to 19th Feb.
	Jamalporo	0.11	Not received	0.11	5th Mar. 1871.	
	Attah	31.80	ditto	32.60	ditto.	
	Kishorgunge	1.28	0.55	2.14	12th Mar. 1871.	
	Sylhet	0.83	0.61	2.37	ditto.	
CHITTAGONG.	Cachar	2.64	Not received	4.31	5th Mar. 1871	
	Hylakandy	2.73	ditto	3.34	ditto.	From 13th Feb., and not received 27th Feb. to 5th March.
	Koyah	1.47	ditto	1.09	ditto.	
	Chittagong { Telegraph Office	3.40	Nil	3.40	12th Mar. 1871.	
	{ Jail	3.54	ditto	3.54	ditto.	
	Cox's Bazar	5.64	Not received	5.64	5th Mar. 1871.	
	Ranganatea Hill	Not received	ditto	Nil	5th Feb. 1871.	
	Noakhally	3.13	0.70	3.98	12th Mar. 1871.	
	Tipperah	1.20	0.83	2.03	ditto.	
	Brahmanbariah	2.21	Not received	2.30	5th Mar. 1871.	
COCH BEHAR.	Akyab	0.80	Nil	0.80	12th Mar. 1871.	
	Buxa	1.20	1.40	3.30	ditto.	
	Gawalparah	2.97	Not received	3.39	5th Mar. 1871.	
	Dhobree	Not received	ditto	Nil	26th Feb. 1871.	
	Toura (Garro Hills)	1.04	ditto	3.74	5th Mar. 1871.	
	Darjeeling { Telegraph Office	Not received	ditto	0.17	15th Feb. 1871.	
	{ Jail	0.78	0.86	2.42	12th Mar. 1871.	
	Rungbee	Not received	Not received	1.20	29th Feb. 1871.	
	Tera	ditto	ditto	..	..	Not recorded.
	Falacottah	2.35	ditto	2.38	5th Mar. 1871.	
ASSAM.	Julpigorie	2.73	1.19	4.11	12th Mar. 1871.	
	Boda	1.13	Nil	1.16	ditto.	Not received 30th Jan. to 12th Feb.
	Tezporo	1.11	Not received	1.56	5th Mar. 1871	Not received 30th to 26th Feb.
	Nowzong	Not received	ditto	0.26	10th Feb. 1871	Not received 9th to 15th Jan.
	Mungledye	2.05	ditto	2.69	5th Mar. 1871	From 30th Jan.
	Burpettah	2.50	ditto	2.50	ditto.	Not received 13th to 19th Feb.
	Gowhatty	1.14	ditto	1.91	ditto.	
	Sorbsaugor	1.53	ditto	4.33	ditto.	
	Golaghat	0.75	ditto	1.22	ditto.	Not received 23rd to 29th Jan.
	Nazeerah	0.86	ditto	3.51	ditto.	
SAMSAGOODING.	Dehtoghar	2.03	ditto	5.46	ditto.	
	Suddya	1.60	ditto	4.89	ditto.	ditto.
	Shillong	0.01	ditto	0.07	ditto.	
	Cherrapunjee	4.41	ditto	5.33	ditto.	From 18th Feb.
	Jowai	2.74	ditto	4.80	ditto.	Not received 6th to 12th Feb.
	Samsagooding	Not received	ditto	1.00	26th Feb. 1871.	

CALCUTTA,
The 18th March 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 8th to 14th March 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point	Mean degree of humidity.	WIND.			Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.		
		Inches.		°	°	°	°	°			lb	Miles.	In.	
March.	8th	29.944	82.5	67.0	138.2	74.0	68.3	64.3	0.73	S S W & W by S	...	208.0	...	Chiefly clear. Foggy from 4 to 10 A.M.
	9th	29.87	86.7	67.5	140.0	70.2	69.0	64.0	.67	W N W, S S W & S S W	...	113.4	...	Clear.
	10th	29.85	88.2	70.5	141.0	78.0	73.1	60.7	.77	S & S S W	...	177.0	...	Clear.
	11th	29.80	89.0	72.2	142.5	70.2	73.7	60.8	.74	S & S S W	...	59.1	...	Clear.
	12th	29.01	91.0	73.5	144.5	80.0	73.6	65.5	.67	S by W & S W	...	101.0	...	Clear. Slightly foggy at 0 P.M.
	13th	29.60	91.0	74.0	141.5	81.1	74.5	69.0	.70	S by W	...	108.8	...	Clear. Foggy from 4 to 0 A.M.
	14th	29.71	92.3	74.0	145.0	82.4	72.7	65.9	.69	S by W & S W	...	91.5	...	Chiefly clear. Slightly foggy at 6 A.M.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column ten represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is $1\frac{1}{2}$ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	25.8
The max. temperature during the past seven days	...	92.8
The max. temperature during the corresponding period of the past year	...	92.0
The mean humidity during the past seven days	...	0.70
The mean humidity during the corresponding period of the past year	...	0.58
		Inches.
The total fall of rain from 8th to 14th	... { by lower rain gauge	Nil
	... { by anemometer gauge	Nil
Ditto ditto, average of seventeen previous years	...	0.16
Ditto between the 1st January and the 14th March	...	6.16
Ditto ditto ditto, average of 17 years	...	1.96

The 16th March 1871.

GOPRENAUTH SEN,
In charge of the Observatory.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, MARCH 29, 1871.

OFFICIAL PAPERS.

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Results of the Harvest in Orissa.

From T. E. RAVENSHAW, Esq., Commissioner of the Orissa Division, to the Officiating Secretary to the Government of Bengal, Revenue Department,—(No. 1233, dated Cuttack, the 10th March 1871.)

WITH reference to your No. 1974 of 22nd December 1870, I have the honor to submit the following general information regarding the results of the harvest in Orissa.

2. *Cuttack district.*—The collector reports: "Taking first the *Jajepore sub-division*. From a line drawn through the western portion of pergunnah Dolegram to the river Brahminee, in pergunnah Kalamatia, the whole country to the east of this line—and it is not an inconsiderable portion—has reaped an exceedingly good average crop of *s-rud*. This I have learnt from sources quite independent of those from which the deputy collector derived his information. To the west of the above line, particularly as regards the northern portion of the sub-division, the crop has not been so good, as the land is higher, and the deficiency of the rainfall in the early part of the season was most felt. Thus in Shurgurrah, Mudhupur, Okas, the western part of Durpun and Kulkullah, there has been undoubtedly some loss. It might at the highest be put down at from 5 to 6 annas. In Kalamatia, Burioa, Ultee, Bargong, the southern portion of the tract above alluded to, a very fair crop, indeed, has been reaped. I have passed through this and spoken to some of the principal zemindars on the subject. As they are satisfied, and the ryots have no complaints, one may feel quite confident there is little to complain of.

"*Kendraparah sub-division.*—I have gone over a considerable portion of this, and am satisfied that the crop has throughout been very fair. In Ooteekun the naib of the zemindar tells me it was good both in the estate which he has charge of and in the neighbourhood. In the whole of the country to the north of the Kendraparah the crop has also been satisfactory. This part used to suffer excessively from the Brahminee and Noona floods, which used to meet and submerge the country for days together. The Noona water no longer finds an exit, being restrained by the canal embankment, and the Brahminee bunds have been repaired and throughout the greater portion of the line been put in good order. The country to the south of the Noona has not fared so well, this is neither protected by embankments nor is it commanded by any of the irrigation channels. The deputy collector classes the crop in this portion as fair, and from what I have heard, I agree with him. It was certainly not bad.

"*Cuttack sub-division.*—Thannah Sahelpore, north of the Noona. The greater part of this is commanded by the canal; and water being available to the extent required, the crop has been a very good one. I have gone over a great part of this country, and all whom I have spoken to agree in the above estimate. In Paulah and Soohang, to the south of the Noona, the crop may also be considered a good 12 annas one.

"*Cuttack thannah.*—In Daljorra, Tappankhund, Domparrah, and a part of Bakrabad, the country being higher and hilly, the outturn has not been so good, and there probably has been as much loss here as in any part of the district; the greater portion of the applications for remissions, which were at one time very numerous, came from this part. The canongee estimates the outturn at 10 annas, and taking his figures as correct there is not the slightest doubt that any deficiency here will be amply made up by the good crop in other parts of the district. The peculiarity of the season has been, that the loss in no part has been general; while one estate or one part of an estate suffered, the adjoining one proved much better. In Koindah and Paindah the outturn may be taken as 11 or 12 annas.

"*Juggutsingpore sub-division.*—I have not yet been over any part of this sub-division, but from the report of the deputy magistrate the loss throughout the sub-division in the sarud did not certainly exceed on an average 4 annas. From parts of Jhunkur, Khundee, and Teerun, there were at one time many complaints and applications for remission. In these places the loss very likely was considerable; but, as before remarked, it was partial, and in adjoining spots the crop was much better. These three pergunnahs form about the richest rice-producing tract in the district. As a rule, they yield splendid crops. The reason of the numerous complaints may have been that the loss, with reference to the usual outturn, was greater than the ryots were accustomed to. When the Taldundah canal is extended, the whole of this district will be irrigable.

"Taking the whole district, there is no doubt that the sarud crop has been a good 12 annas one. The beali suffered to a greater extent, as the weather in the early part of the season was very unfavorable.

"Had it not been for the unusually late rains, there is no question that the loss in the sarud crop throughout the district would have been very serious.

"As regards the rubber crop, I can only say that all accounts shew it to be in a favorable state, and this is borne out by what I have myself seen.

"Rice throughout the district is cheap, and there is no indication whatever of any pressure or scarcity.

"Some objections have been taken to the large amount of grain which is disposed of to Madras merchants, and in certain quarters anxiety has been expressed as to the result. In this anxiety I do not at all share; and if I did, I consider it would be most inadvisable to put any restrictions on the sale. The matter is one in which the people must be left to act according to their own judgment: the market is open to all, and all can make their own provision. Rice was selling in Uteekun Kunka, and that part of the country, at 40 seers (Bala-ore weight per rupee)—a cheaper rate than this could not be well wished for. Had it been higher (*i. e.* dearer), it would have been much more profitable to the cultivators. These, in the whole of the eastern tract, look in a great measure to the Madras merchants for a market in which to dispose of their grain. To deprive them of this market, that other people in the district might have rice at a cheaper rate later in the season, would be an exceedingly unfair measure. To pay their rents the ryots must dispose of their surplus grain; they cannot, as a rule, afford to keep it till late on in the season, on the chance of high prices prevailing. If, therefore, there was any chance of scarcity, the merchants in the interior of the district ought to compete with the Madras merchants at the proper season. I do not, however, myself anticipate that there will be any deficiency."

3. I concur in the opinion expressed by the collector, that the crop is of very fair average, and the general prospects of the season such as to call for no further anxiety.

4. The latest quotations of prices in Cuttack market are—

	Seers.
Cuttack ...	21
Jajepore ...	37
Kendraparah ...	40
Juggutsingpore ...	35

5. *Poorer district*—The collector gives the following information:—

"In considering the results of the late harvest, it will be convenient to break up the district into groups of pergunnahs in the following manner.—

"(a.)—Eastern pergunnahs, viz. Marichpore, Astrang, Tepoh Kanaman, Domarkhand, Kodhar, Kurlo, Atnia, Banchar, Antarodh, Markatpatna, and with these should be taken the east and south portions of the large pergunnah Kothdes, and the pergunnahs Parubduai and Paschunduan, though they geographically belong to the second group.

"(b.)—Central pergunnahs, viz. part of Kothdes and Koterahang.

"(c.)—Pergunnah Lambai and the khas melias, viz. pergunnahs Bahan, Chowbeesood, and Suai.

"(d.)—The country between the Chilka and the sea, viz. pergunnahs Andhari, Manikpatna, Satpara, Paricood, Malood, and Bajrakot.

"(e.)—The Khoordah sub-division.

"In the first named section of the district, the rice crop has been good in some parts, and fair throughout: the average yield being three-fourths of an ordinary full crop. In Marichpore the rice crop is said to be fifteen-sixteenths, but a considerable portion of that pergunnah is taken up by rivers and jungles. In all these pergunnahs the crop seems to be over ten-sixteenths. The cold-weather crops have failed in parts; but taking them altogether, the outturn may probably be half or more. The condition of the country is allowed to be good, and some exportation of rice is going on.

"In the second section there was a partial failure of the rice as well as of the cold-weather crops, but for the whole of it the outturn is not less than half, while it may be ten-sixteenths of rice. In some parts the loss must have been rather severe, but there is no reason to suppose that there is any actual scarcity of food; the price of rice in particular being low in some parts, and not very high anywhere.

"In the third section, pergunnah Lembai, concerning which there was a good deal of apprehension, has enjoyed the best crops; the rice crop being from ten-sixteenths to three-fourths, and the cold-weather crops having not been very bad. In Rahang and Chowbeesood the rice crop is estimated to be over ten-sixteenths, and the price is low. In pergunnah Serai the average outturn may be as much, but some parts of it were irretrievably damaged before the late rains came, and the cold-weather crops suffered severely when they did come. Still rice is selling at over 30 seers for the rupee, and pulse at 18 seers; so that there can be no actual scarcity of food, and though some remissions will be necessary, I doubt whether they will be much in excess of ordinary years.

"The rice crop of the fourth section is said to be eleven-sixteenths of a full average one; it is selling pretty cheaply, and the condition of the people appears to be good. The people of this part have of course benefited greatly by the reintroduction of salt manufacture in Satpara and Goorbai.

"The condition of Khoordah is fully described in Mr. Taylor's report, a copy of which is enclosed, and I can add nothing to the information he has given as to the outturn of the harvest and the loss which has been sustained in certain villages. The present list of the latter shews how necessary it was to provide work for their inhabitants.

"All the villages of the Khoordah khas mehal have been visited by the tehsildar, Baboo Bhagbut Mahantee, or by his naib tehsildar. The result of their inquiries, of the canoongoo's reports, and of my own observations, is as follows:—

"In zillah Bulbudehpore paddy crops have suffered from drought and locusts to the extent of $\frac{6}{16}$

"In zillahs Manikagoda, Pauchgurh, and Haldia, the loss has been ... $\frac{5}{16}$

"In zillahs Khoordah and Dandimal, and the outlying villages in the Mogulbundi, the failure amounts to ... $\frac{4}{16}$

"In Kuspulla and Ramesur, the losses were ... $\frac{3}{16}$

"And in zillah Kubeedi and Banpore the average loss of paddy crops is only ... $\frac{1}{16}$

"The outturn of the paddy harvest in the sub-division may be safely calculated at twelve-sixteenths of a full average crop—a result which could scarcely have been hoped for at the beginning of October last, but which has been brought about by the extraordinary late rains in October and November. Although the general result is so satisfactory, individual villages, where the lands are high or badly irrigated, have suffered very severely, as will be seen from the annexed list of those villages in which the loss on the paddy crops has exceeded half the crop.

"The list gives the names of 161 villages in which there has been a failure of over eight-sixteenths of the paddy crops. These villages are distributed as follows:—

In zillah Dandimal	...	...	...	...	52 villages.
" Banpore	...	...	...	...	26 "
" Bulbudehpore	...	...	...	...	20 "
" Pauchgurh	...	...	...	...	13 "
" Ramesur	...	...	...	...	12 "
" Manikagoda	...	...	...	...	10 "
" Kubeedi	...	...	...	...	4 "
" Kuspulla	...	...	...	...	1 "
" Tapang	...	...	...	...	1 "
" Mogulbundi	...	...	...	...	1 "
Total					161 villages.

"Of these villages—

4	villages	have	lost	the	whole	crop.
6	"	"	"	$\frac{1}{16}$	of	the crop.
38	"	"	"	$\frac{1}{16}$	ditto.	
19	"	"	"	$\frac{1}{16}$	ditto.	
30	"	"	"	$\frac{1}{16}$	ditto.	
60	"	"	"	$\frac{1}{16}$	ditto.	
4	"	"	"	$\frac{1}{16}$	ditto.	

"The four villages noted as having lost the whole crop are only of small extent.

"Of rubber and high land crops, the arhar, kallai, kulthi, and mandia, have turned out well. The rasi or teel and cotton crops suffered to the extent of eight-sixteenths from the late rains. The moong and chana lately sown promise well. The castor crop is also expected to yield well, and the sugarcane, which is grown in patches all over the district, has turned out fairly; part having been cut and part being still on the ground.

"Of vegetables and fruit, the boigan crop has been a good one, and the mango trees, of which there are countless numbers all over the estate, have blossomed splendidly. There has been very little fog to destroy the blossom, and if a few light showers of rain fall within the next month, the mango crop will be an extraordinarily good one, and will afford food to thousands of persons.

"The high and low lands on the Khoordah estate are fairly distributed, and lands on which the crops have suffered heavily are always in the immediate vicinity of other lands on

which the crops have been good. There is therefore no part of the sub-division where the price of food is high, but export of paddy and other grains is going on both to the south and towards Cuttack, and the traders from the south offer higher prices for grain than can be obtained in the district, and prices are in consequence rising.

"Work on tanks, irrigation bunds, and roads, has been provided in different parts of the district at which those who are too poor to purchase food can obtain wherewithal to do, and I have no fear that any portion of the people will starve. Distress, of course, there is and always will be amongst a people so lazy and careless for the morrow as the Khoordah ryots; but anything like famine is, I hope, now impossible.

"I have now visited every part of my sub-division excepting Pauchguruh, Kuspullah, and Bulbhuderpore, and have nowhere seen anything like a starving people. Even the few families of *kangals* left in the pauper village near Darotang are fat and healthy, although they have had no crop whatever, for they make a fair subsistence by selling firewood in Cuttack, and they nearly all wish to return to their old houses and to their castes, to do which they must have money. Common beggars even are not often seen in the sub-division."

The prices of grain, as shewn by the latest reports, are as follows:—

	Rice per rupee.	Moong per rupee.	Birin per rupee.	Arhar per rupee.
	Balasore weight of 80 tolas.	Balasore weight of 80 tolas.	Balasore weight of 80 tolas.	Balasore weight of 80 tolas.
Khoordah	30 seers ..	18½ seers ..	15½ seer. ...	20 seers.
Kuspulla	33½ " ..	20 " ..	20½ " ..	20 ..
Banpore	36 " ..	18½ " ..	18½ " ..	18½ "
Ramespur	30 " ..	17½ " ..	20 " ..	25 "

6. The condition of both Pooree proper and parts of Khoordah is better than was anticipated. This improved state of affairs is entirely due to exceptionally late rain. As it is, no less than 161 villages in Khoordah have sustained losses of crops varying from nine-sixteenths to total. I believe, however, no man will starve. The village works of improvement already sanctioned are being carried out, and I shall watch their progress carefully.

7. The latest quotation of prices of rice are, in Pooree, 30 seers 3 chittacks (Calcutta) per rupee; in Khoordah, 28 seers 11 chittacks.

8. *Balasore district.*—The collector reports as follows:—

"The outturn of the early and late rice harvests for the whole district may be taken at 15 annas, or a little short of an average harvest. In Nunglessur, Bhuddruak, Basdebpore, and Dolesahi, a full; and in the two latter chuklas something more than a full average harvest has been gathered. In Agarpara, which includes Sosoh, the crop is about three-fourths only of the average.

"There is therefore no cause for anxiety. The grain in stock in the district will suffice to support the population till next harvest, and much more if need be. Exportation is going on freely. The market rates are low, and I have observed no signs of distress or anxiety during my tour.

"The spring crops of vegetables, pulses, and sugarcane along the banks of the Salundee and Subanarakhia rivers, are unusually fine this year.

"The condition of the district in respect of food this year is, I think, as good as it was last year, when above two lakhs of maunds of rice were exported."

9. The season has been generally good, and the harvest sufficient. Latest quotations show rice selling at 34 Calcutta seers per rupee.

10. I append a memorandum showing the exports of grain from Orissa ports during the months of November, December, and January. 289,517 maunds of rice left the country, an amount not affecting in any appreciable degree the general food supply.

11. In the surrounding tributary states the outturn of the rice harvest has been nowhere full, and in places short. Pulses, oil-seeds, and sugarcane, are good; the mango crop bids fair to be unprecedented.

List forwarded by the Tehsildar of Khoordah of those villages which have lost more than half the paddy crop of 1870-71.

Names of places.		Estimated loss.	Names of places.		Estimated loss.
Zillah Khoordah.		Annas.	Zillah Ranpore.		Annas.
Mouzah Jariput		13	Mouzah Parikusaahi		12
" Beruba		13	" Dangra		10
" Paiktegeria		10	" Khetrapal		11
" Gurh Turtma		13	" Lambodarapore		13
" Sardhapore		13	" Nathapore		10
" Jugernathpore		13	" Ankula		10
" Haldipada		13	" Ambapada		10
" Gopeoarea		13	" Pathara		10
" Patpore		13	" Gadwar		13
" Nalihana		13	" Dugmal		12
" Aurjunpore		13	" Budakul		12
" Chandpore		13	" Tatapada		11
" Barhajhia		11	" Akhupokhree		11
" Rasulpore		16	" Kanropore		10
" Jenkia		13	" Asnari		10
" Pubsali		13	" Borla Sahi		10
Gurh Joymungul.			" Halibadi		11
Mouzah Oolsali		14	" Nimaimal		10
" Nyngoon		16	" Ankula		9
" Gurh Binapanjra		12	" Sonakhala		9
" Khoordah		12	" Datapore		10
" Trimal		12	" Bada Nauri		10
Zillah Dandmul			" Tipasai		10
Mouzah Govindpore		12	" Tanki Ambeghar		9
" Alkar		10	" Gorajhari		9
" Kasipore		16	" Bodapadar		10
Gurh Binjagari		13	Zillah Bulbhadrapore.		
" Harpore		10	Mouzah Tarpada		12
" Jaula		10	" Dokanda		10
" Mundmuban		10	" Kams		10
Mouzah Giringaput		10	" Bulbhadrapore		11
" Mendhasal		11	" Botulma		11
" Jamjhari		13	" Kanropore		11
" Hariramada		11	" Mulal		11
Gurh Kumatia		12	" Gomundee		11
Mouzah Mudunpore		10	" Bagan Tal		11
" Haropore		10	" Asista Pari		11
" Jagewara		10	" Kundiapore		10
Gurh Datto		12	" Jankia		10
Mouzah Mudhapore		10	" Garsha		10
" Nukheri		12	" Benagan		10
" Surdapore		11	" Chakrapore		11
" Madura		11	" Katkhana		11
" Pandiapada		11	" Kuasarpore		11
" Nonput		11	" Barkari Sahi		12
" Jhapada		10	" Jharada		13
" Kishora		10	" Sangoon		13
" Komona		10	Zillah Kuluhi		
" Sisupal		10	Mouzah Tarapee		12
" Borodhanpore		10	" Kaitipala		12
" Sanadhanpore		10	" Harpore		10
" Sardapore		11	" Prohal		10
" Berna		12	Zillah Moqultunda		
" Kalaraput		12	Mouzah Singhakada		13
" Nij Gurh		13	Zillah Kusputla		
" Arisal		10	Mouzah Bantabha		13
" Chutabur		10	Zillah Mamkagoda		
" Palaspore		10	Mouzah Kharadpali		13
" Sisupal		10	" Kadnapada		13
" Khatnapada		12	" Patpore		16
" Borodhanpore		10	" Marlabadi		12
" Sanadhanpore		10	" Khajuria		11
" Sardapore		11	" Jagirtaila		13
" Chackrapore		12	" Samia Pali		13
" Lingpore		10	" Gopalia Pada		13
" Kumhardiha		12	" Belapadar		13
" Mohanpore		13	" Kapasia		10
" Sardapore		11	Zillah Pauchgur.		
" Bhimpore		13	Mouzah Pabbalsing		13
" Naputkhas		11	" Balsug		13
" Mahura		11	" Garbhunipada		12
" Pandiapara		11	" Dhalapadar		13
" Naput		11	" Khadikat		13
" Patrapada		11	" Asutdipa		11
" Bantal		13	" Badakumari		11
Zillah Ramessur.			" Dila Khauruni		10
Mouzah Mot		11	" Sanpore		10
" Gorikol		10	" Sikharpada		10
" Nayapali		13	" Nagpali		10
" Mandiapali		13	" Jolapada		10
" Sagarabhangra		13	" Panchukot		10
" Behedabandha		14	Zillah Ramessur.		
" Betargunj		10	Akhenjah Mehals.		
" Khadipadar		13	Mouzah Madhapore		10
" Burigan		13	" Bhobanipore		10
" Ekdalia		13	" Roul Hojo		10
" Kadnapadaradhar		14	Zillah Tapang.		
" Lakhanpore		10	Gurh Kaupore		10

Memorandum of Exports of Grain from Orissa Ports during November and December 1870 and January 1871.

MONTH.				Rice.	Other grains.	Oil-seeds.	Total.
				Mds. S. C.	Mds. S. C.	Mds. S. C.	Mds. S. C.
CUTTACK	...	...	November 1870	1,442 0 0	772 0 0	3,190 32 0	5,404 32 0
			December ..	23,156 0 0	754 0 0	2,304 0 0	26,214 0 0
			January 1871	53,412 0 0	1,462 0 0	2,206 0 0	57,110 0 0
				78,040 0 0	2,988 0 0	7,700 32 0	88,728 32 0
POOREE	...	...	November 1870	8,635 26 0	104 0 0	2 0 0	8,741 26 0
			December ..	9,226 0 0	.....	.....	9,226 0 0
			January 1871	17,801 26 0	104 0 0	2 0 0	17,907 26 0
BALASORE	...	...	November 1870	1,407 0 0	.....	313 20 0	1,720 20 0
			December ..	56,614 0 0	40 0 0	628 0 0	57,280 0 0
			January 1871	135,625 0 0	563 0 0	1,331 20 0	137,639 20 0
				193,046 0 0	603 0 0	2,271 0 0	212,020 0 0
				289,547 26 0	3,005 0 0	9,973 32 0	318,716 18 0

T. E. RAVENSHAW, *Commissioner.*

Abstract of the Results of the Hourly Meteorological Observations taken at the Surveyor-General's Office, Calcutta, in the month of February 1871.

LATITUDE 22° 33' 1" north, longitude 88° 20' 34" east. Height of the cistern of the standard barometer above the sea level, 18-11 feet.

MONTHLY RESULTS.

	Inches.
Mean height of the barometer for the month	29-907
Max. height of the barometer occurred at 10 A.M. on the 1st	30-116
Min. height of the barometer occurred at 3 & 4 P.M. on the 15th	29-803
Extreme range of the barometer during the month	0-313
Mean of the daily max. pressures	29-985
Ditto ditto min. ditto	29-849
Mean daily range of the barometer during the month	0-136
Mean dry bulb thermometer for the month	74-3
Max. temperature occurred at 3 P.M. on the 5th	90-5
Min. temperature occurred at 7 A.M. on the 2nd	60-5
Extreme range of the temperature during the month	30-0
Mean of the daily max. temperature	84-0
Ditto ditto min. ditto	66-7
Mean daily range of the temperature during the month	17-3
Mean wet bulb thermometer for the month	67-1
Mean dry bulb thermometer above mean wet bulb thermometer	7-2
Computed mean dew-point for the month	62-1
Mean dry bulb thermometer above computed mean dew-point	12-2
Mean elastic force of vapour for the month	0-561
Mean weight of vapour for the month	6-12
Additional weight of vapour required for complete saturation	3-00
Mean degree of humidity for the month, complete saturation being unity	0-67
Mean max. solar radiation thermometer for the month	138-1
Rained 3 days,—max. fall of rain during 24 hours	0-10
Total amount of rain during the month	0-75
Total amount of rain indicated by the gauge* attached to the anemometer during the month	0-63
Prevailing direction of the wind	S S W & S W

* Height 70 feet 10 inches above ground.

The 24th March 1871.

GOPEENATH SEN,
In charge of the Observatory.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 15th to 21st March 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point	Mean degree of humidity.	WIND.			Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.		
		Inches.	°	°	°	°	°	°			lb	Miles.	In.	
March	15th	29.698	93.5	71.5	141.5	83.1	74.5	68.5	0.63	S S W & S W	...	127.4	...	Clear.
	16th	702	91.5	71.5	142.8	82.6	72.3	65.1	.57	S & W	...	108.0	...	Clear. Slightly foggy from 5 to 7 A.M.
	17th	849	87.0	70.3	144.0	78.2	64.4	54.7	.46	W N W & W	...	99.5	...	Clear.
	18th	836	87.0	69.4	140.0	77.7	65.9	57.6	.52	W S W	...	99.3	...	Clear.
	19th	837	89.8	71.5	141.3	78.9	72.3	67.7	.70	S S W & S W	...	138.4	...	Clear.
	20th	884	91.0	74.5	145.0	80.8	72.6	68.9	.64	S by W, S & W & W S W	...	140.1	...	Chiefly clear. Slightly foggy at 6 & 7 A.M.
	21st	808	91.0	72.0	140.5	81.7	72.4	65.9	.60	W S W, S W & S S W	...	109.6	...	Clear.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column ten represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	25.1
The max. temperature during the past seven days	...	93.5
The max. temperature during the corresponding period of the past year	...	93.0
The mean humidity during the past seven days	...	0.59
The mean humidity during the corresponding period of the past year	...	0.66
		Inches.
The total fall of rain from 15th to 21st	... { by lower rain gauge	Nil
	... { by anemometer gauge	Nil
Ditto	average of seventeen previous years	0.17
Ditto	between the 1st January and the 21st March	6.16
Ditto	ditto ditto, average of 17 years	2.12

The 24th March 1871.

GOPERNATH SEN,
In charge of the Observatory.

Meteorological Telegraphic Report for the period 19th to 25th March 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	March.											
	19th	10	29.887	29.905	81.4	75.4	74	S W	...	...	...	b
	18	16	29.784	29.802	88.8	77.0	68	S S W	...	...	...	b
	20th	10	29.863	29.881	80.2	75.0	78	S S W	...	...	...	b
	16	16	29.834	29.852	91.0	85.9	20	W S W	...	...	...	b
	21st	10	29.982	29.950	82.0	72.5	61	S W	...	...	...	b
	16	16	29.806	29.824	92.7	72.0	32	S W	...	...	...	b
	22nd	10	29.915	29.923	83.0	78.0	78	S by E	...	...	...	b
	16	16	29.782	29.800	91.0	74.0	35	W S W	...	...	...	b
	23rd	10	29.934	29.952	82.0	75.8	74	S W	...	...	...	b
	16	16	29.805	29.823	94.8	70.7	26	S by W	...	...	...	b
	24th	10	29.809	29.817	87.0	73.5	49	S S W	...	...	C	b
SAUGOR ISLAND.	16	16	29.761	29.779	95.5	75.0	35	S by W	...	...	...	b
	25th	10	29.813	29.831	86.0	77.9	68	S W	...	...	...	b
	16	16	29.739	29.759	92.7	82.7	61	S	...	...	C	b
	19th	10	29.914	29.920	83	78	78	S S W	13.9*	...	...	Scuds.
	16	16	29.811	29.817	85	78	71	S	13.1*	...	...	m
	20th	10	29.970	29.985	84	78	75	W	12.4*	...	...	m
	16	16	29.848	29.854	87	79	68	S S W	7.5*	...	...	m
	21st	10	29.948	29.954	84	80	83	S	0.7*	...	...	m
	16	16	29.833	29.839	85	81	83	S S E	11.0*	...	...	m
	22nd	10	29.905	29.911	85	81	83	S S W	7.0*	...	...	m
	16	16	29.814	29.820	88	83	80	S	11.3*	...	...	m
	23rd	10	29.957	29.963	86	82	83	W	7.4*	...	C	m
CHITTAGONG.	16	16	29.827	29.833	91	81	64	W S W	5.8*	...	C	m
	24th	10	29.908	29.914	86	79	72	S	0.0*	...	C	m
	16	16	29.791	29.797	87	82	79	S	11.0*	...	C	m
	25th	10	29.777	29.783	86	82	83	S S W	16.8*	...	C	m
	16	16	29.750	29.750	87	82	79	S	10.0*	...	C	m
	19th	10	29.870	29.880	85	70	44	S	3.0*	...	...	b m
	16	16	29.752	29.863	85	71	47	S W	9.4*	...	...	b, m
	20th	10	29.916	29.927	83	71	52	F S E	4.9*	...	...	b, m
	16	16	29.780	29.805	90	78	27	W S W	6.2*	...	...	b, m
	21st	10	29.903	29.914	85	77	64	S W	3.0*	...	...	b, m
	16	16	29.758	29.808	88	74	49	W	9.1*	...	...	b, m
	22nd	10	29.762	29.873	82	77	78	E	4.0*	...	K	b, m
MADRAS.	16	16	29.761	29.872	85	70	55	S W	15.4*	...	K	b m
	23rd	10	29.878	29.980	85	78	71	S S E	10.2*	...	K	b, m
	16	16	29.768	29.879	85	79	75	S W	10.9*	...	K	b, m
	24th	10	29.886	29.995	86	80	75	S S W	4.8*	...	K	b, m
	16	16	29.738	29.845	88	80	69	S W	13.1*	...	K	b
	25th	10	29.845	29.955	86	79	77	S W	5.7*	...	K	b, m
	16	16	29.739	29.848	86	77	64	S	17.0*	...	K	b, m
	18th	10	29.914	29.944	86	77	61	S by E	15*	...	...	b
	16	16	29.797	29.827	86	77	61	E N E	9*	...	...	b
	19th	10	29.924	29.954	85	75	60	S S E	5*	...	...	b
	16	16	29.838	29.868	85	75	60	E N E	8*	...	...	b
	20th	10	29.998	29.923	85	75	60	N E by E	5*	...	...	bc
CUTTACK.	16	16	29.873	29.903	86	75	57	N E	0*	...	...	b
	21st	10	29.915	29.945	87	74	51	N E	1*	...	...	b
	16	16	29.905	29.935	85	76	64	N E by E	8*	...	...	b
	22nd	10	29.893	29.923	88	75	62	S by E	3*	...	...	b
	16	16	29.851	29.881	89	71	46	E N E	8*	...	...	bc
	23rd	10	29.984	29.914	88	75	62	S S E	0*	...	...	b
	16	16	29.873	29.903	86	75	57	E by S	10*	...	...	bc
	24th	10	29.993	29.922	89	77	56	S by E	7*	...	...	m
	16	16	29.845	29.870	87	76	68	E S E	10*	...	...	m
	18th	10	29.885	29.968	81	71	70	W N W	...	...	...	Fair.
	16	16	29.713	29.794	91	65	18	W N W	...	...	...	Fair.
	19th	10	29.853	29.930	82	75	70	S	...	...	...	Fair.
ARUN.	16	16	29.716	29.798	80	65	21	S S E	...	...	...	Fair.
	20th	10	29.923	29.905	83	71	52	S S W	...	...	...	Fair.
	16	16	29.779	29.800	92	63	12	E	...	...	...	Fair.
	21st	10	29.915	29.908	81	76	78	S	...	...	...	Fair.
	16	16	29.750	29.831	92	73	34	S E	...	...	...	Fair.
	22nd	10	29.875	29.957	85	69	41	W	...	...	...	Fair.
	16	16	29.885	29.760	97	60	18	N W	...	...	...	Fair.
	23rd	10	29.895	29.977	66	72	48	N N W	...	...	...	Fair.
	16	16	29.759	29.740	95	66	15	W	...	...	...	Fair.
	24th	10	29.877	29.959	84	76	67	S S W	...	...	...	Fair.
	16	16	29.663	29.744	90	70	32	S S W	...	...	...	Fair.
	10th	10	29.931	29.946	80	70	58	E	1	...	...	b
ARUN.	16	16	29.805	29.820	89	75	57	E	1	...	...	b
	20th	10	29.996	29.911	79	71	65	E	1	...	...	b
	16	16	29.819	29.834	87	70	58	N W	2	...	C	b
	21st	10	29.956	29.971	78	69	61	E	1	...	...	m
	16	16	29.825	29.840	85	78	71	W	2	...	C	m
	22nd	10	29.971	29.986	80	76	82	S E	1	...	K	b
	16	16	29.813	29.828	81	77	71	W	2	...	...	b
	23rd	10	29.958	29.971	78	72	73	E	1	...	...	b
	16	16	29.837	29.852	88	77	58	N W	1	...	...	b
	24th	10	29.918	29.933	81	75	74	S E	1	...	...	b
	16	16	29.815	29.830	85	79	75	S S W	1	...	CS	b
	25th	10	29.941	29.956	86	76	82	E S E	1	...	...	b
	16	16	29.830	29.851	85	79	75	W	1	...	C	b

* Velocity of wind in miles per hour.

CALCUTTA,
The 25th March 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

Divisions.	Stations.	Rainfall from 6th to 12th March 1871.	Rainfall from 13th to 19th March, 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	Nil	Nil	0.70	19th Mar. 1871	
	False Point Jail ...	ditto	ditto	0.87	ditto.	
	Jagpore ...	Not received	Not received	3.45	5th Mar. 1871.	
	Kendraparah ...	ditto	ditto	0.50	ditto.	
	Jugutsingapore ...	Nil	ditto	1.10	12th Mar. 1871.	
	Sunaulpore ...	ditto	ditto	5.10	ditto.	
	Balasore ...	ditto	ditto	1.05	ditto.	
	Bhudistruck ...	ditto	Nil	1.44	19th Mar. 1871	
	Poorce ...	Not received	Not received	0.27	26th Feb. 1871.	
	Khoordah ...	Nil	Nil	2.44	19th Mar. 1871	
CHOTA NAAGPORE.	Hazareebaugh ...	ditto	Not received	1.00	12th Mar. 1871	
	Burhee ...	ditto	Not received	1.08	10th Mar. 1871	
	Pachamba ...	ditto	Nil	0.66	ditto.	
	Ranchee ...	ditto	ditto	1.11	ditto.	
	Palanow ...	ditto	Not received	2.13	12th Mar. 1871.	
	Purnia ...	ditto	Nil	0.61	10th Mar. 1871	
	Chyebassa ...	ditto	ditto	2.38	ditto.	
	Chyebassa ...	ditto	ditto	3.13	ditto.	
	Patna ...	ditto	ditto	0.09	ditto.	
	Behar ...	ditto	ditto	0.44	ditto.	
PATNA.	Barh ...	ditto	ditto	0.07	ditto.	
	Dumapore ...	ditto	ditto	0.02	ditto.	
	Gya ...	Not received	Not received	Nil	15th Jan. 1871	
	Sherghotty ...	ditto	ditto	0.16	26th Feb. 1871.	
	Nowadah ...	ditto	ditto	1.09	5th Mar. 1871.	
	Arungabad ...	Nil	Nil	0.13	19th Mar. 1871	Not received 23rd Jan. to 5th Feb. and 20th to 26th Feb.
	Chumparan ...	ditto	ditto	0.18	ditto.	
	Chupiah ...	ditto	ditto	Nil	ditto.	
	Sewan ...	ditto	ditto	1.4	ditto	Not received 13th to 19th Feb.
	Mozufferpore ...	ditto	ditto	0.60	ditto.	
BHAUGULPORE.	Durbhangah ...	ditto	ditto	0.43	ditto	Not received 30th Jan. to 5th Feb.
	Seetamaras ...	ditto	ditto	3.75	ditto	Not received 16th to 22nd Jan.
	Tapore ...	Not received	Not received	0.21	5th Mar. 1871.	
	Arna ...	Nil	Nil	0.09	19th Mar. 1871	
	Bazar ...	ditto	ditto	0.23	ditto.	
	Sasseram ...	Not received	Not received	Nil	19th Feb. 1871.	
	Bhubhooah ...	Nil	ditto	0.43	12th Mar. 1871	
	Benares ...	ditto	Nil	0.75	19th Mar. 1871	
	Bhaugulpore ...	ditto	ditto	0.65	ditto.	
	Mudheypoorah ...	ditto	Not received	1.81	12th Mar. 1871	
RAJSHAHYE.	Banka ...	ditto	Nil	1.35	19th Mar. 1871	Not received 13th to 19th Feb.
	Monghyr ...	ditto	ditto	0.6	ditto.	
	Jamsoore ...	ditto	ditto	1.78	ditto	Not received 30th Jan. to 5th Feb.
	Begowari ...	ditto	ditto	0.40	ditto	Not received 5th Jan. to 5th Feb. and 20th to 26th February.
	Deoghur ...	ditto	ditto	0.92	ditto.	
	Jamtara ...	ditto	ditto	3.01	ditto	From 13th Feb.
	Rajmahal ...	ditto	Not received	2.20	19th Mar. 1871	From 12th Feb.
	Purnean ...	ditto	Nil	0.78	10th Mar. 1871.	
	Ramrore Beaulah ...	ditto	ditto	0.91	ditto.	
	Nattore ...	ditto	ditto	0.80	ditto.	
BURDWAN.	Bograh ...	ditto	Not received	Nil	12th Mar. 1871	Not received 27th Feb. to 5th Mar.
	Dumapore ...	ditto	Nil	0.92	19th Mar. 1871	Not received 27th Feb. to 5th Mar.
	Maldah ...	ditto	ditto	1.63	ditto.	Not received 27th Feb. to 5th Mar.
	Berhampore ...	ditto	ditto	1.73	ditto.	Not received 27th Feb. to 5th Mar.
	Jangipore ...	ditto	ditto	1.00	ditto.	Not received 27th Feb. to 5th Mar.
	Lalbagh ...	ditto	ditto	1.00	ditto.	Not received 27th Feb. to 5th Mar.
	Punua ...	0.81	ditto	2.49	ditto.	Not received 27th Feb. to 5th Mar.
	Coomercolly ...	1.50	Not received	3.61	12th Mar. 1871.	Not received 27th Feb. to 5th Mar.
	Seragunge ...	0.15	Nil	1.70	19th Mar. 1871.	Not received 27th Feb. to 5th Mar.
	Runkpore ...	Nil	ditto	2.30	ditto	Not received 27th Feb. to 5th Mar.
PRESIDENCY.	Bhowanigunge ...	ditto	Not received	3.21	12th Mar. 1871	Not received 27th Feb. to 5th Mar.
	Titaiya ...	0.80	Nil	3.22	19th Mar. 1871	Not received 27th Feb. to 5th Mar.
	Burawan ...	Nil	ditto	2.80	ditto.	Not received 27th Feb. to 5th Mar.
	Cutwa ...	ditto	ditto	3.77	ditto	Not received 27th Feb. to 5th Mar.
	Olua ...	ditto	ditto	1.77	ditto	Not received 27th Feb. to 5th Mar.
	Bodd-Bodd ...	ditto	ditto	3.64	ditto.	Not received 27th Feb. to 5th Mar.
	Bancooran ...	ditto	ditto	3.70	ditto.	Not received 27th Feb. to 5th Mar.
	Rancegunge ...	ditto	ditto	2.36	ditto.	Not received 27th Feb. to 5th Mar.
	Sourie ...	ditto	ditto	2.25	ditto	Not received 27th Feb. to 5th Mar.
	Houghly ...	ditto	ditto	1.13	ditto.	Not received 27th Feb. to 5th Mar.
KISHANGANUR.	Howrah ...	ditto	ditto	6.40	ditto.	Not received 27th Feb. to 5th Mar.
	Misnapore ...	ditto	ditto	7.49	ditto	Not received 27th Feb. to 5th Mar.
	Coutai ...	ditto	ditto	1.84	ditto.	Not received 27th Feb. to 5th Mar.
	Gurhotta ...	ditto	ditto	3.74	ditto	Not received 27th Feb. to 5th Mar.
	Tumlook ...	ditto	ditto	12.88	ditto	Not received 27th Feb. to 5th Mar.
	Kishanganur ...	0.19	ditto	3.16	ditto	Not received 27th Feb. to 5th Mar.
	Bongong ...	Nil	ditto	6.75	ditto	Not received 27th Feb. to 5th Mar.
	Banaghat ...	ditto	ditto	2.03	ditto	Not received 27th Feb. to 5th Mar.
	Meharpore ...	0.18	Not received	3.00	12th Mar. 1871	Not received 27th Feb. to 5th Mar.
	Chondanah ...	0.70	Nil	3.40	10th Mar. 1871	Not received 27th Feb. to 5th Mar.
KHOULSHAH.	Koobteen ...	0.80	ditto	4.08	ditto.	Not received 27th Feb. to 5th Mar.
	Jessore ...	0.12	ditto	6.11	ditto.	Not received 27th Feb. to 5th Mar.
	Khoulshah ...	Nil	Not received	6.31	12th Mar. 1871	Not received 27th Feb. to 5th Mar.
	Jenadah ...	0.62	ditto	0.62	ditto	Not received 27th Feb. to 5th Mar.

DIVISIONS.	Stations.	Rainfall from 8th to 12th Mar. 1871.	Rainfall from 13th to 19th Mar. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY — (Continued)	Saugor Island ...	Nil	Nil	3.40	12th Mar. 1871.	
	Calcutta ...	ditto	ditto	6.16	ditto.	
	Alipore { Jail ...	ditto	ditto	5.33	ditto.	
	Alipore { Hospital ...	ditto	ditto	5.24	ditto.	
	Barrackpore ...	ditto	ditto	6.42	ditto.	
	Dum Dum ...	ditto	ditto	6.38	ditto.	
	Baraset ...	ditto	ditto	5.79	ditto.	
	Satkhherah ...	ditto	ditto	7.84	ditto.	
	Bussacrhant ...	ditto	ditto	5.59	ditto.	
	Diamond Harbour ...	ditto	ditto	7.38	ditto.	
Dacca.	Barripore ...	ditto	ditto	3.04	ditto.	
	Dacca { Telegraph Office ...	0.80	ditto	5.32	ditto.	
	Dacca { Jail ...	0.70	ditto	3.70	ditto.	Not received 16th to 22nd Jan.
	Burrisaul ...	Nil	ditto	4.11	ditto.	
	Dowlat Khan ...	0.12	ditto	1.91	ditto.	
	Peronepore ...	Nil	ditto	4.11	ditto.	
	Madaripore ...	0.12	ditto	4.63	ditto.	
	Furreeppore ...	0.27	ditto	4.30	ditto.	
	Mymensing ...	0.40	ditto	2.01	ditto.	Not received 13th to 19th Feb.
	Jannalporo ...	Nil	Not received	0.11	12th Mar. 1871.	
	Attouh ...	Not received	Nil	32.60	10th Mar. 1871	Not received 6th to 12th March.
	Kishorgunge ...	0.55	ditto	2.14	ditto.	
	Sylhet ...	0.61	ditto	2.54	ditto.	
CHITTAGONG.	Cachar ...	0.11	Not received	4.42	12th Mar. 1871.	
	Hylakandy ...	Not received	ditto	3.34	5th Mar. 1871	From 13th Feb.
	Koyah ...	0.08	ditto	2.06	12th Mar. 1871.	
	Chittagong { Telegraph Office ...	Nil	0.60	4.00	19th Mar. 1871.	
	Chittagong { Jail ...	ditto	0.65	4.19	ditto.	
	Cox's Bazar ...	ditto	Not received	5.04	12th Mar. 1871.	
	Itanagar Hill ...	Not received	ditto	0.04	26th Feb. 1871.	
COCH BEHAR.	Noakhully ...	0.70	Nil	3.98	19th Mar. 1871.	
	Tipperah ...	0.83	0.16	2.19	ditto	
	Brahmanbariah ...	0.31	Not received	2.07	12th Mar. 1871.	
	Akyab ...	Nil	Nil	0.80	19th Mar. 1871.	
	Buza ...	1.40	ditto	3.30	ditto.	
	Gowalparah ...	0.64	ditto	4.03	ditto.	
	Dhobree ...	Nil	ditto	Nil	ditto	Not recorded 25th Feb. to 5th March.
COCH BEHAR.	Toora (Garo Hills) ...	ditto	Not received	2.74	12th Mar. 1871	
	Darjeeling { Telegraph Office ...	Not received	Nil	0.17	15th Feb. 1871	
	Darjeeling { Jail ...	0.86	Nil	2.42	19th Mar. 1871.	
	Rangbee ...	Not received	Not received	1.20	24th Feb. 1871.	
	Palacottah ...	Nil	Nil	2.38	10th Mar. 1871	
	Jalpaigorie ...	1.19	ditto	4.11	ditto.	
	Boda ...	Nil	ditto	1.16	ditto.	Not received 30th Jan. to 12th Feb.
ASSAM.	Tezporo ...	0.19	Not received	1.98	12th Mar. 1871.	
	Nowgong ...	0.16	ditto	0.42	ditto.	Not received 9th to 15th Jan. and 20th Feb. to 5th March.
	Mungledye ...	0.15	ditto	2.81	ditto.	From 30th Jan.
	Burpettah ...	0.20	Nil	2.80	ditto.	Not received 13th to 19th Feb.
	Gowhatty ...	0.23	Nil	2.20	10th Mar. 1871	
	Soolbongor ...	1.36	Not received	5.72	12th Mar. 1871	
	Jorahut ...	1.07	ditto	2.49	ditto.	From 27th Feb.
	Galaghat ...	1.42	ditto	2.61	ditto.	Not received 23rd to 29th Jan.
	Nazeerah ...	1.12	ditto	4.66	ditto.	
	Dehtooghur ...	1.19	ditto	6.65	ditto.	
	Suddya ...	0.59	ditto	5.39	ditto.	Ditto ditto.
	Shillong ...	Nil	ditto	0.07	ditto.	
	Cherapoonjee ...	0.44	ditto	5.76	ditto.	From 18th Feb.
	Jowai ...	0.26	ditto	5.15	ditto.	Not received 6th to 12th Feb.
	Sameogoodting ...	Nil	ditto	1.50	ditto.	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 25th March 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for Week ended 11th March 1871 on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried	Receipts.				
		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.		
Total traffic for the week	104,876	1,48,170 1 11	18,582 5 3	570,228 20	3,41,907 2 3	31,319 14 9	44,932 0 0		
Or per mile of railway		115 12 10	10 12 4		267 4 8	24 10 0	35 2 4		
For previous 9 weeks of half-year	939,743½	14,37,939 3 7	181,811 1 11	5,90,275 20	35,28,817 3 0	323,474 18 2	455,286 0 1		
Total for 10 weeks	1,043,619½	15,86,169 5 6	145,393 7 2	6,50,503 0	38,70,814 5 3	354,824 12 11	500,218 0 1		
COMPARISON.									
Total for corresponding week of previous year	121,100½	2,03,732 9 5	18,675 9 9	797,307 20	4,59,166 13 4½	42,090 5 10	60,765 15 7		
Per mile of railway corresponding week of previous year	.....	180 2 2	16 10 3	..	405 15 9	37 4 4	53 14 7	
Total to corresponding date of previous year	1,240,864	22,67,520 12 3	207,856 1 6	7,404,619 30	41,02,518 9 4	378,064 3 11	583,930 5 5		

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for Week ended 11th March 1871 on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,242	12,198 6 10	1,118 9 3	51,06½ 0	14,846 9 9	1,360 18 10	2,479 2 7
Or per mile of railway		54 11 2	5 0 3		66 9 3	6 2 1	11 2 4
For previous 9 weeks of half-year	47,099½	1,69,540 7 9	15,200 4 3	491,934 30	1,46,540 1 9	13,433 7 10	28,699 13 1
Total for 10 weeks ...	50,394½	1,78,738 14 7	16,384 8 0	543,504 30	1,61,392 11 8	14,794 6 8	31,178 14 8
COMPARISON.							
Total for corresponding week of previous year	5,199½	19,647 5 11	1,801 0 2	42,277 10	12,734 8 7	1,167 6 8	2,068 6 10
Per mile of railway corresponding week of previous year	..	88 1 8	8 1 6	..	57 1 8	5 4 9	13 6 3
Total to corresponding date of previous year ...	61,306½	2,11,360 1 5	19,374 13 7	453,742 30	1,32,823 14 11	12,175 10 6	31,550 4 1

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for Week ended 11th March 1871 on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	33,659½	21,167 8 0	1,934 17 2	164,638 27	32,613 14 3	2,980 12 2	4,924 9 4
Or per mile of railway	215	134 14 0	12 7 3	1,057 0	208 6 4	19 2 1	31 9 4
For previous 9 weeks of half-year	265,537	1,67,247 10 3	14,964 7 6	969,584 14	1,99,297 13 8	18,268 19 2	33,244 6 8
Total for 10 weeks ..	303,196½	1,81,355 2 9	16,899 4 8	1,074,227 1	2,31,911 11 11	21,258 11 4	38,157 16 0
COMPARISON.							
Total for corresponding week of previous year	25,491½	16,957 5 7	1,557 3 6	103,754 11	19,449 7 11½	1,772 19 5	3,330 2 11
Per mile of railway corresponding week of previous year	255	150 0 0	13 15 0	916 0	170 12 7	15 13 1	20 8 1
Total to corresponding date of previous year	278,949½	1,83,639 2 3½	16,833 11 11	1,098,324 2	1,68,218 10 3½	15,420 0 9	32,253 12 8

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 11th March 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	8,140	1,256 13 3	125 13 8	14,939 20	449 2 3	41 18 4	170 12 0
Or per mile of railway	290½	44 14 2	4 9 0	533 29	16 0 7	1 19 1	6 1 11
For previous 23 weeks of half year	152,898	33,532 13 9	2,354 5 9	255,347 8	8,528 2 0	832 16 4	3,146 2 2
Total for 24 weeks ...	161,038	34,780 11 0	2,478 10 5	270,286 28	8,777 5 0	877 14 9	3,356 14 2
COMPARISON.							
Total for corresponding week of previous year	6,187½	1,477 0 0	135 7 10	13,864 20	478 3 0	43 16 8	179 4 6
Per mile of railway, corresponding week of previous year	221	52 12 0	4 16 8	493 0	17 1 7	1 11 4	6 8 0
Total to corresponding date of previous year	113,225	21,762 7 0	1,994 17 8	271,639 20	10,290 3 5	943 5 7	2,988 3 3

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Kendraparah Canal during the month of January 1871.

DISTANCE FROM CUTTACK TO TERMINAL LOCK AT TIDE WATER, 42 MILES.

LOCAL TRAFFIC.				TRAFFIC BETWEEN CUTTACK AND SEABOARD.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.							
Number of boats.	Nature of cargo.	Tonnage.		Tollage.	Number of boats.	Nature of cargo.	Tonnage.		Tollage.	Number of boats.	Nature of traffic.	Value of traffic. Tonnage.		Tollage.					
		Mounds.	Tons.				Mounds.	Tons.				Rs. As. P.	Rs. As. P.						
10	Passengers.	Rs.	Rs. As. P.	Passengers.	Rs. As. P.	15,474.	...	219 15 1	7	Timber	Rs. As. P.	3 19 0	0 1,274	...	7 8 0	82 Local traffic	18,771 0 0	455	Rs. As. P.
2	Gravel	1,173	...	38 3 0 in No.	...	9,063	...	144 10 0	3	Gravel	...	299 0 0	1 119	...	6 12 0	419 through "	4,10,584 0 0	10,543	1,228 7 1
9	Salt	189	...	23 pieces	...	2,233	...	33 6 0	15	Lignite stone	...	758 0 0	6,064	...	29 8 0	45 firm works.	1,408 0 0	445	61 8 0
11	Jaggery	3,538	...	145 Padiv	...	2,38,800	...	388 0 0	8	Fine wood	...	230 0 0	2,763	...	13 8 0	...	...	...	...
1	Padiv	13,920	...	4 Oil-cake	...	898	...	9 12 0	12	Empty	...	...	1,154	...	6 4 0	...	...	...	...
63	Empty	648	...	1 Kharne	...	910	...	13 8 0	...	...	...	...	...	...	...	...	...	...	...
		4,755.	...	7 Fry fish	...	1,022	...	14 10 0	...	...	...	...	...	...	...	...	...	...	...
		...	...	6 Rice	...	1,072	...	24 10 0	...	...	...	...	...	...	...	...	...	...	...
		...	...	5 Timber	...	782	...	33 12 0	...	...	...	...	...	...	...	...	...	...	...
		...	...	3 Salt	...	645	...	7 8 0	...	...	...	...	...	...	...	...	...	...	...
		...	...	6 Hides	...	4,011	...	59 4 0	...	...	...	...	...	...	...	...	...	...	...
		...	...	1 Jaggery	...	268	...	3 12 0	...	...	...	...	...	...	...	...	...	...	...
		...	...	2 Castor seeds	...	1,437	...	21 6 0	...	...	...	...	...	...	...	...	...	...	...
		...	...	176 Empty	...	17,909	...	223 6 0	...	...	...	...	...	...	...	...	...	...	...
92		18,073	12,761 454	82 2 6 419		95,237	10,543	1,228 7 1 45				1,40,6 0 0	12,400	415	61 8 0	556	4,30,543 0 0	11,445	1,370 1 7

The tonnage shown is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Tidewater Canal during the month of January 1871.

LENGTH OF CANAL OPEN, 7 MILES.

LOCAL TRAFFIC.				TRAFFIC BETWEEN CUTTACK AND NEALPORE.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.					
Number of boats.	Nature of cargo.	Approximate value of cargo.		Tons.	Tonnage.	Number of boats.	Nature of cargo.	Approximate value of cargo.		Tons.	Tonnage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Tollage.	Remarks.
		Munds.	Rs.					Munds.	Rs.									Munds.	Rs.
7	Paddy	3,156	1,535	..	3 13 5	..	Passengers in No 568 ..	..	1 7 8	46 Laterite stone 39 Lime ..	81 100 93,837 17,925 21,638	..	231 9 5 54 18 0	..	20	Local traffic	3,580 128 8 15 8
2	Straw	420	256	..	0 10 3	41	Empty	4,270	15 10 9	5 Cut sand, stone.	3,000 9,133	..	20 6 3	41	Through "	..	17 2 5
1	Kundemool	10	6	..	0 0 3	..	.....	..	..	3 Lock gate ..	10,000 2,430	..	6 1 6	97	Irra. works ..	1,12,925 4,502 315 1 4	
10	Empty	..	1,795	..	4 7 9	..	..	..	..	..	..	..	..	..	..	..	..
20		3,580	8,588	128	8 15 8	41		6,270 224	17 2 5 97		1,12,925 1,28,039 4,502	..	315 1 4 169	..	1,16,605 4,864 341 3 5		The tonnage shown is that of the boats and not of the cargo. The canal closed for repairs from 16th to 31st January 1871.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of January 1871.

LENGTH OF CANAL OPEN, 24 MILES.

LOCAL TRAFFIC.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.			
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Tollage.	Number of boats or rats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Tollage.
			Maunder.	Tons.					Maunder.	Tons.	
30	Coal	Rs. 5,250	27 075	..	Rs As P. 227 3 6	..	..	..	..	..	Rs As P. 588 4 3
9	Cotton	16,250	3 330	..	20 13 0	..	..	..	..	..	18 6 9
5	Firewood	513	2 255	..	19 11 6	..	..	..	..	..	..
2	Grain	1,185	1 250	..	7 12 0	..	..	..	..	..	..
7	Agery and sugar	7,915	2 275	..	12 2 0	..	..	..	..	..	..
1	Miscellaneous	40	60	..	0 5 0	..	..	..	..	..	..
17	Miscellaneous	2,377	3 925	..	24 7 0	13	Miscellaneous	191	2 00	..	..
6	Oil and oil-seeds	670	6 5	..	3 2 0	..	..	..	..	..	..
1	Paddy and rice	12	60	..	0 4 0	..	..	..	..	..	..
11	Peas, beans	14,070	3 700	..	28 0 0	..	..	..	..	..	..
4	Grain and produce	300	925	..	5 12 6	..	..	..	..	..	..
6	Salt	6,110	3 825	..	21 9 0	..	..	..	..	..	..
8	Silk and indigo	4,540	1 175	..	7 5 8	..	..	..	..	..	..
2	Tea	840	725	..	4 8 8	..	..	..	..	..	..
4	Bags of tobacco	45	1 000	..	0 15 0	..	..	..	..	..	..
104	Empty	..	2,400	..	140 2 6	3	Empty	..	275	..	..
13	Passengers, No. 2	..	..	..	6 2 10	1	Passenger, No. 2	..	..	..	..
..	Miscellaneous revenue	..	..	..	55 0 45	..	..	..	..	..	..
254		60,503	71,625	2,551	689 4 3	17		191	2,475	89	16 6 9
						271		60,584	2 842	604 11 0	

Range I canal closed from 1st December 1870, on account of repairs to the Obob-barriah lock.

The tonnage shown is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Hidyellee Tidal Canal during the month of January 1871.

LENGTH OF CANAL OPEN, 25 MILES

LOCAL TRAFFIC.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.				REMARKS.		
Number of boats.	Nature of cargo.	Tonnage.		Number of boats.	Nature of cargo.	Tonnage.		Number of boats.	Nature of traffic.	Value of traffic.			Tonnage.	Tollage.
		Rs.	Maunds.			Rs.	Maunds.			Rs.	Maunds.			
11	Paddy	450	5 3 6	1	Brick moulds	250	10 10 0	148	Local traffic	13,002	0 0	838	Rs As P	
8	Rice	271	2 12 9	21	Sand	75	38 0 0	25	Irregular work	1,075	0 0	274	124 10 3	
1	Oil	45	0 2 6	1	Empty		31 5 0						4 10 4	
7	Bamboo	40	0 15 0	3	Firewood	75	31 5 0							
14	Assengers, 156 in N.	250	15 10 6											
5	Empty	31 5 0												
2	Vegetables	21	0 4 6											
2	Coc nut	60	2 14 6											
2	Peas	644	5 3 9											
2	Timber	640	3 6 9											
6	Salt	250	17 0 0											
8	Firewood	264	9 11 3											
1	Sugar	31	0 4 0											
5	Salt	1,210	4 0 0											
1	Iron	750	2 1 0											
3	Hides	207	3 2 0											
1	Onions	20	0 4 9											
1	Bamboo, 150 in N.	21	0 6 0											
1	Nut	40	0 13 6											
1	Iron	1,400	2 6 0											
4	1 lbs	6,000	3 2 0											
2	Lime	550	9 0 0											
1	Oil	2	1 0 0											
1	Battery	4	2 8 0											
1	Oil	10	0 4 0											
148		13,612	23 42 3	26		1,075	8 33 5	274	41 10 9	174	14,677	0 0	1,133	166 5 0
The tonnage shown is that of the boats and not of the cargo.														
Canal closed for repairs on 14th January 1971.														

The tonnage shown is that of the boats and not of the cargo.

Canal closed for repairs since 4th January 1871.

CALCUTTA,
The 22nd March 1871.G. A. SEARIE, Lieut-Col., M.S.C.,
Offg. Asst to Chief Engr., and Jt.-Secy, P. W. D., Irrigation Branch, Bengal.

PRINTED BY EDWIN MORRIS LEWIS, AT THE BENGAL SECRETARIAT OFFICE.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Hidgelee Tidal Canal during the month of January 1871.

LENGTH OF CANAL OPEN, 26 MILES

LOCAL TRAFFIC.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.				REMARKS.
Number of boats.	Nature of cargo.	TONNAGE.		Number of boats.	Nature of cargo.	TONNAGE.		Tollage.	Number of boats.	Nature of traffic.	Value of traffic.		Tollage.
		Approximate value of cargo.	Meas. Tons.			Approximate value of cargo.	Meas. Tons.					
11	Paddy	Rs 156	805	1	Brick moulds	Rs 250	10	Rs. As P.	149	Local traffic	Rs. As P.	Rs. As P.
8	Rice	270	480	21	Sand	75	73.0	0 8 0	26	Irrigation works	13,802 0 0	124 10 3
1	Wine	45	30	1	Empty	..	40	39 0 0	..	..	1,075 0 0	41 10 9
7	Radish	42	05	3	Firewood	..	345	0 7 3	..	..	..	..
14	Passengers 156 in No.	..	2 1/2	..	..	..	..	1 11 6	..	..	..	..
66	Empty	..	..	..	..	..	..	..	..	..	..	..
2	Vegetable	30	80	..	..	..	..	..	..	..	..	..
2	Coccat	60	80	..	..	..	..	..	..	..	..	..
2	Tobacco	844	285	..	..	..	..	..	..	..	..	..
2	Timber	920	585	..	..	..	..	..	..	..	..	..
6	Sand	250	340	..	..	..	..	..	..	..	..	..
2	Firewood	264	1,000	..	..	..	..	..	..	..	..	..
1	Sugar	37	60	..	..	..	..	..	..	..	..	..
6	Salt	1,240	480	..	..	..	..	..	..	..	..	..
1	Oil	700	67	..	..	..	..	..	..	..	..	..
3	Hitalwood	200	60	..	..	..	..	..	..	..	..	..
1	Onchake	20	60	..	..	..	..	..	..	..	..	..
..	Bamboo, 160 in No.	21	..	..	..	..	..	..	..	..	..	..
1	Nut	40	75	..	..	..	..	..	..	..	..	..
1	Iron	1,400	475	..	..	..	..	..	..	..	..	..
4	Chilies	6,000	625	..	..	..	..	..	..	..	..	..
2	Line	950	1,500	..	..	..	..	..	..	..	..	..
1	Bag	20	300	..	..	..	..	..	..	..	..	..
1	Vegetary	47	50	..	..	..	..	..	..	..	..	..
1	Coal	10	..	..	..	..	..	..	..	..	..	..
149		13,612	23,420	26		1,175	8,335	274	41 10 9	174	4,677 0 0	1,133 1/2
												The tonnage shown is that of the boats and not of the cargo.
												Canal closed for repairs since 4th January 1871.

CALCUTTA,
The 22nd March 1871.G. A. SPARKE, Lieut.-Col., M.S.C.,
Offg. Asst. to Chief Engr., and Jt.-Secy, P. W. D., Irrigation Branch, Bengal.

PRINTED BY EDWIN MORRIS LEWIS, AT THE BENGAL SECRETARIAT OFFICE.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of January 1871.

LENGTH OF CANAL OPEN, 24 MILES.

LOCAL TRAFFIC.				STONES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.								
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Tollage.	Number of boats or rafts.	Nature of cargo.	TONNAGE.		Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Tollage.	REMARKS.
			Mounds.	Tons.				Mounds.	Tons.							
30	Coal	Rs. 5,250	27,075		Rs. As P. 27 3 6	..	..	..	..	..	251	Local traffic	Rs. 60,503	2,554	588 4 3	Range I canal closed from 1st December 1870, on account of repairs to the Obobah barriah lock.
9	Porton	16,250	3,350	..	20 13 0	..	..	..	..	..	17	Irrn. works.	191	88	16 6 9	
5	Firewood	510	2,275	..	19 11 8	..	..	..	..	..	..	..	..	..	..
2	Iron	1,135	1,250	..	7 13 0	..	..	..	..	..	..	..	..	..	..
7	Flax and sugar	7,345	2,775	..	12 2 0	..	..	..	..	..	..	..	..	..	..
1	Metals	40	30	..	0 5 0	..	..	..	..	..	..	..	..	..	..
17	Various	2,377	3,925	..	24 7 0	13	Miscellaneous	191	2,554	14 7 0	..	..	..	..	..
2	Oil and tallow	670	636	..	3 2 0	..	..	..	..	..	..	..	..	..	..
1	Peaty stone	12	60	..	0 4 0	..	..	..	..	..	..	..	..	..	..
11	Peaty stone	14,000	3,700	..	28 0 0	..	..	..	..	..	..	..	..	..	..
2	Peaty produce	420	925	..	5 12 6	..	..	..	..	..	..	..	..	..	..
6	Salt	6,310	3,325	..	21 9 6	..	..	..	..	..	..	..	..	..	..
8	Salt and lime	4,810	1,175	..	7 5 6	..	..	..	..	..	..	..	..	..	..
2	Stone	810	725	..	4 8 6	..	..	..	..	..	..	..	..	..	..
4	Various	45	1,375	..	0 15 0	..	..	..	..	..	..	..	..	..	..
1	Peaty	..	2,440	..	140 2 6	3	Empty	..	275	1 15 6	..	..	..	..	..
..	Passengers No 742	..	..	..	6 2 10 1/2	1	Passenger, No. 2	..	..	0 0 3	..	..	..	..	..
..	Miscellaneous revenue	..	..	..	55 0 4 1/2	..	..	..	..	..	..	..	..	..	..
254		30,503	71,525	2,654	568 4 3	17		191	2,475	16 8 6	271		60,804	2,642	674 11 0	

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Tiddimlah Canal during the month of January 1871.

LENGTH OF CANAL OPEN, 7 MILES.

LOCAL TRAFFIC.										TRAFFIC BETWEEN CUTTACK AND NEALHORE.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.									
Number of boats.		Nature of cargo.	Approximate value of cargo.		Tons.		Fillage.		Number of boats.	Nature of cargo.		Mounds.		Tons.		Tollage.		Number of boats.	Nature of traffic.		Value of traffi.		Tonnage.		Tollage.		REMARKS.												
			Rs.		Rs. As P.			Rs. As P.			Rs. As P.			Rs. As P.			Rs. As P.			Rs.			Rs. As P.																
7		Paddy	..	3,180	1,536	..	3 13 6	..	Passengers in No 5/3	..	..	..	..	1 7 5	..	40 Laterite stone 30 Luce	81,400 17,925	83,397 21,835	234 9 5 54 13 0	20	Local traffic	..	3,500	123	8 15 8										
2		Straw	..	420	258	..	0 10 3	..	41 Empty	..	0 27 0	..	15 10 9	..	..	5 Cut sand- stone	3,000	8,133	29 5 3	41	Through	..	..	224	17 2 5										
1		Kandamcol	..	10	6	..	0 0 3	..	..	..	..	..	..	..	..	3 Lest gate	10,000	2,430	6 1 6	97	Iron. works	..	1,12,925	4,502	315 1 4						
10		Empty	..	..	1,785	..	4 7 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20			..	3,580	3,583	125	5 15 8	41	..	..	6,270	224	17 2 5	97	..	..	1,12,925	1,20,035	315 1 4	168	..	..	..	1,18,505	4,854	343	3 5	The tonnage shown in that of the boats and not of the cargo. The canal closed for repairs from 16th to 31st January 1871.				

The tonnage shown in that of the boats and not of the cargo. The canal closed for repairs from 16th to 31st January 1871.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the First Section of the High Level Canal during the month of January 1871.

LENGTH OF CANAL OPEN, 24½ MILES.

STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.		
LOCAL TRAFFIC.												
Number of boats	Nature of cargo.	Tonnage		Approximate value of cargo.	Nature of cargo.	Number of boats	Tonnage		Tollage	Value of traffic	Tonnage.	Tollage
		Mauins	Tons				Mauins	Tons				
		Rs. As. P.					Rs. As. P.			Rs. As. P.		
46	Passengers 45 in No.											
32	Empty				Empty	3	12 13 7					
11	Straw	52 0 0	715	6 0 0	Lock gates and frames	2	16 9 5			1 835 4 0	151 1/2	41 2 8
9	Paddy	145 0 0	382				9 9 10			6 0 0 0 0	70 1/2	17 4 0
1	Wood	0 5 0	2				1 10 0					
3	Palkes 3 in No.	87 0 0					0 0 0					
8	Horses 3 in No.	0 0 0					0 12 0					
4	Vegetable	32 13 0	87				0 10 0					
4	Bassens and roots	950 0 0	101				0 4 9					
1	Cr. er	1 00 0 0	281				6 11 1					
1	Oil cakes	2 0 0 0	338				2 8 0					
							1 10 0					
115		1 835 4 0	4 251	151 1/2		5	41 2 8			6 218 0 0	292 1/2	58 6 8

The tonnage shown is that of the boats and not of the cargo.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, APRIL 5, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, 25th March 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

T. H. COWIE, Esq., *Advocate-General,*

THE HON'BLE ASHLEY EDEN,

A. R. THOMPSON, Esq.,

V. H. SCHALCH, Esq.,

MOULVY ABDOL LUTEEF KHAN BAHADOOR,

T. M. ROBINSON, Esq.,

F. F. WYMAN, Esq.,

RAJAH JOTENDRO MOHUN TAGORE

BAHADOOR,

T. H. WORDIE, Esq.,

AND

BABOO DIGUMBER MITTAR.

CALCUTTA MUNICIPALITY.

THE HON'BLE ASHLEY EDEN moved that the Bill to amend Act VI of 1863, passed by the Lieutenant-Governor of Bengal in Council, be passed.

The motion was agreed to, and the Bill passed.

RECOVERY OF FINES.

MOULVY ABDOL LUTEEF moved that the report of the select committee on the Bill to make better provision for the recovery of certain fines in Bengal be adopted, and the Bill withdrawn.

MR. WYMAN said he did not find from the report of the select committee that any argument had been adduced against the necessity of making additional provision for the recovery of the fines imposed under the authority of the Suburban Slaughter-house Act. He therefore wished to ask whether it was competent to introduce a Bill for the more efficient working of that law.

THE HON'BLE ASHLEY EDEN said he would explain how the matter stood. Originally this question came before the Government on the recommendation of the Commissioner of Police that an Act amending the Slaughter-house Act should be passed. While that reference was pending before the Government, notice was given by the hon'ble gentleman of a Bill which purported to be a Bill to make better provision for the recovery of certain fines imposed by Acts passed under a long series of legislation prior to the year 1862. But when we came to look into the matter we found, as was stated in our report, that there was no necessity to amend the process laid down in all those laws for the recovery of the fines imposed under them, the process laid down in those law, was fixed after due consideration at the time, and there had been no oversight in the matter as had been stated, and really it appeared that all that was proposed was by a sort of side-wind to amend the Slaughter-house Act. In consultation with the learned Advocate-General we came to the conclusion that if an Act required amendment, it was much better that it should be done in a frank and open manner and not as it were by a side-wind including the Act to be amended with a number of other Acts which there was no necessity whatever to amend. This Bill would, therefore, be withdrawn, and the question of amending the Slaughter-house Act would remain as open as it was before this Bill was introduced; and he had no doubt that the hon'ble member himself would, on behalf of the Government, introduce a Bill to amend what was found defective in the Slaughter-house Act.

The motion was then agreed to.

LOCAL RATES FOR LOCAL PURPOSES.

MR. SCHALCH moved for leave to bring in a Bill for local rating for certain local purposes. He said it would be in the recollection of the Council that three years ago the Government of India had requested that the local Governments should provide means for education and the construction of roads and other works from local cesses. Considerable discussion took place at the time, and the matter was then referred to the Secretary of State for India, who entered fully into the question of local rating for local purposes, and explained at length the arguments which induced him to decide in favor of the proposed local cesses. He need not detain the Council by entering into all those arguments, but he would state to the Council the conclusions to which the Secretary of State had arrived, and on which it had now been found necessary to take action. In the Despatch of the Secretary of State it was stated—

“There is still much absolutely requiring to be done, if the condition of the people is to be improved, which the Government cannot undertake out of imperial funds. It cannot out of the means now remaining at its disposal make and maintain the roads and bye-roads required for developing the resources of a country so vast as India. If, therefore, this work is to be done at all, it must be done by the help of rates established for the purpose. In like manner it has been assumed in all the discussions which have arisen during recent years upon this subject, that the expenditure which may be required for the vernacular education of the people, and for sanitary improvements, cannot be afforded by the imperial revenue, and must be met, in the main, out of the same additional resources. There appears, indeed, to be no alternative, unless it be the alternative of allowing the country to remain without drainage, and without roads, and without education.”

“Such cesses should be laid upon the owners of land only in common with other owners of property which is of a kind to be accessible to the rate.”

“Where such rates are levied at all, they ought, as far as may be possible, to be levied equally without distinction and without exemption upon all the holders of property accessible to the rate.”

Further on the Secretary of State observed—

“It would indeed be most desirable if the local character of these rates could be emphatically marked by committing both the assessing of them and the application of them to local bodies” * * * * * and if possible to carry the people along with us through their natural native leaders, both in the assessment and in the expenditure of local rates.

“It is, above all things, requisite that the benefits to be derived from the rates should be brought home to their doors,—that these benefits should be palpable, direct, immediate.”

And the Despatch finally expressed the approval by the Secretary of State of the suggestion that—

“Until the system, machinery, and incidence of local rating in Bengal has been satisfactorily established, so much only should, in the first instance, be raised as is required for roads.”

This Despatch was forwarded to the Government of Bengal in a letter from the Governor General in Council, in which the Governor General observed—

“His Excellency is most sincerely desirous that every opportunity should be given to the people to participate in the management of their local affairs. He believes that the comparatively limited experience which has been gained on the subject is not discouraging. In any plan which may be considered this primary object should never be lost sight of, and he will, with this view, gladly assent to any measures which the Lieutenant-Governor may propose for ensuring the co-operation of the intelligent classes of the community both in the levy of the rates and in the disposal of their proceeds.”

On receipt of this correspondence the then Lieutenant-Governor of Bengal appointed a committee for the purpose of suggesting means for local rating for local purposes, and in the instructions to the committee he observed—

“The decision pronounced by the Secretary of State on the important question of local cesses having been arrived at after mature consideration of the differing opinions which are held upon the subject, it will of course be understood that there should be no discussion in the committee in regard to the principle of the measure which has now to be carried out. It will be desirable that the deliberations of the committee should be strictly confined to the preparation of a scheme of local taxation in accordance with the views expressed in the despatch of the Secretary of State.”

That committee, of which he (Mr. Schaleh) had the honor to be appointed President, was composed, in addition to the official element represented by a member of the Board of Revenue and a Secretary to the Government, of a member representing the British Indian Association, of a European gentleman who was interested in the management of many extensive estates, and a native gentlemen of considerable mofussil experience. The committee found their task rather a hard one, and after a couple months of careful deliberation they submitted to the Government a draft Bill and a report in which they stated the principles on which the Bill was prepared, and their reasons for coming to the conclusions which they had arrived at. That report and draft Bill had been considered by the Government, and it was now proposed to lay before the Council a measure founded very much on the draft Bill of the committee, adopting many of its principles, but not altogether adopting all its details.

It was proposed that the cess which should be imposed should be a cess bearing on all classes, which were divided into the agricultural and the non-agricultural. As regards the former class it was proposed that a cess should be imposed which should be based on the gross rental of the land; that the collection of such cess should be placed in the hands of the recorded proprietor of the estate; that all persons who had any interest in the land should bear a fair proportion of the cess, and that facilities would be afforded to the proprietor, whom the Government would hold responsible for the collection of the cess, to recover the due proportions of the rate from all parties interested in the land. It was proposed to avoid all intermediate governmental agency in the assessment and collection of the rate, so as to escape, if possible, those evils which had been felt by the employment of such agency in the collection of other taxes; and with that view it was proposed that the assessment should be left entirely to

the people themselves under such safeguards as it was hoped would ensure with some accuracy a correct and fair return of income. The provisions for effecting these safeguards would be rather complicated, and he would not therefore now take up the time of the Council by referring to them.

With regard to the non-agricultural classes great difficulty was felt by the committee in arriving at any conclusion. But after much deliberation and very great hesitation it was determined to levy the cess by a graduated house-tax. That proposal would be introduced in the Bill; but it was felt that great difficulties existed in connection with such a tax, and it was hoped that the deliberations of the Council might find some alternative which would be open to fewer objections than those with which the collection of a house-tax was undoubtedly beset.

He had thus stated the principles on which these two great classes of the general community were proposed to be assessed. He would now say a few words as to the mode in which it was proposed to administer the funds obtained from these assessments. It was intended that the application of the tax should be entirely and wholly local, that was to say, that the proceeds of the assessment raised in any one district should be entirely appropriated to the purpose of constructing roads and other communications in that district, so that the people might have evidence before them that the tax was imposed entirely for their own benefit. With regard to the mode of administering the tax, it was proposed, in accordance with the recommendation of the Secretary of State, to which he had already referred, that the application of the proceeds should be entrusted to local bodies, and for this purpose a committee should be appointed in each district, and that at least two-thirds of its members should be persons who are not salaried officers of Government. Such committee would be required to determine the amount which was to be yearly expended; upon it would rest the responsibility of seeing that the funds raised were properly applied and expended.

In thus putting the whole matter before the Council, he had avoided entering into any argument with regard to the principles on which the Bill was founded, because he did not think that the Council had now before them sufficient data for entering into that discussion, and because he thought that the discussion had better take place on a subsequent occasion when he would move that the Bill be read in Council, and when the Council would have been placed in possession of all the facts and circumstances of the case; and further, because, according to the Rules for the conduct of business, the Council did not, it appeared to him, in merely sanctioning the introduction of a measure, pledge themselves to the principles, or even to the details, of the Bill, which could probably be better discussed at the next stage of the Bill.

HIS HONOR THE PRESIDENT said that he wished to take the opportunity afforded to him by the motion placed before the Council by the hon'ble member on his left (Mr. Schaler), to make a Statement regarding the financial position of the Province of Bengal. He would, with the permission of the Council, allow himself a latitude in going somewhat beyond the scope of this Bill, in order to make a somewhat general financial statement. He wished he could have placed in the possession of the Council that exact Budget of Receipts and Expenditure which was contemplated by the Resolution of the Government of India of the 14th December last, by which the scheme of local finance was inaugurated. But he feared that, under the circumstances of these provinces, it was impossible that he could do so to the extent contemplated by that Resolution of the Government of India. Hon'ble members were aware that not only was the system inaugurated by the Resolution a new system, but that a change in the *personnel* of the Government of this Province had lately taken place; that he himself, as the head of the Government, was new to the administration, and that it would take some time to make himself acquainted with the full details of the administration of the several departments. Therefore he must submit to this Council that in order to enable him to place before the Council an exact Budget of Receipts and Expenditure, to enable him to go fully into the details of the expenditure of the several departments, to criticize details, to cut down where it might be cut down, to stop the tide of expenditure where it could be stopped, it would be necessary carefully to scrutinize the whole of the administration of the several departments, and that he must have time to enable him to do so effectually. What he proposed was this: that before the commencement of the financial year, which would begin on the 1st of April next, he thought it right and respectful to place the Council in possession of all that he knew himself in regard to our financial position. It had been generally considered necessary to make a mystery of financial affairs; but on the principle that honesty was the best policy he desired to open his heart to the Council, to make a clean breast of it, so far as he himself had any knowledge of the subject.

He had spoken elsewhere regarding the advantage which was likely to accrue from the scheme of local finance which had been inaugurated by the Government of India. He believed that in giving them a certain control over their own finances and making them interested in their own administration, a power was given which the Government and the Council were not likely to abuse by unduly burdening the Province for which they legislated. But at the same time, whilst acknowledging fully the advantages of the new system, he must state that he had felt to the utmost the sense of the responsibility laid upon them, and on him to some extent as the head of the Government, and that we were now about to approach that view of the matter in which we had to consider the responsibility of the burdens laid upon us along with the advantages which would result from the scheme of local finance conceded by the Government of India.

With a view to consider what those burdens were, he should lay before the Council such figures as he had been able to prepare. They would not be exact figures; his calculations

must proceed on the original scheme set forth in the Resolution of the Government of India. Since that scheme was promulgated several re-adjustments had been made by the Government of India; but he would mention that they had only reached this Government within the last two days, and he had therefore been unable to prepare the accounts in which these figures had been introduced. The nature of these adjustments was to make some small additions to the assignments which had been formerly made to us, at the same time that they carried with them certain additional charges. The Financial Department were a somewhat dangerous sort of people to deal with, and before we proceed to congratulate ourselves in consequence of any gifts received from them, we must look narrowly into the whole of the charges. He himself was inclined to look at the gifts of the Financial Department with caution and care.

He should like to produce a Budget distinct from, and independent of, the arrangements for local cesses, and which he might call the Provincial Budget, so as to distinguish provincial taxation from that question of local cesses. Provincial taxation and local cesses were in principle quite distinct from one another, and he thought that the question of local cesses for specific local purposes should, as far as possible, be kept quite apart from the other question of provincial finance. The Local Rating Bill would be for proper local purposes as the hon'ble member who asked leave to introduce the Bill had pointed out to the Council in submitting his motion. In point of fact local funds and cesses of various kinds had existed in several Provinces long anterior to the provincial arrangements now for the first time about to be commenced. And he might say here that the Bill of which the hon'ble member had charge, was a measure which had been under consideration before the scheme of financial decentralization was made known by the Government of India.

He was the more inclined to avoid any appearance of confounding the two subjects, because, while some other local Governments had, he hoped unjustly, incurred the imputation of improving the occasion to add to their provincial resources more than the burden imposed on them by the Government of India, he was especially desirous that the question of local rating in Bengal should not be prejudiced by any suspicion of the kind; that it should be quite understood that any proposal for local rating would be in good faith for really local objects, and subject to effective local administration. It would be seen, however, as he proceeded, that, as a matter of account, the two subjects necessarily ran very much into one another. And the local cess question having been the earliest, we were, on that subject, more near a definite plan, which Mr. Schaleh had proposed shortly to lay before the Council. He therefore took the opportunity to discuss our financial position generally, but should principally advert to the provincial finance. He should first try to make clear what the burden transferred to us from the Government of India really was, that is to say, what sums we must make good which must otherwise have been found by the Government of India. He had prepared statements showing the figures as clearly as he could put them.

The expenditure in past years on Civil Buildings, now reserved as imperial, and on establishments was so mixed up with similar charges transferred to the local Governments, that he had not been able to obtain a complete statement of the total expenditure on those departments for some years past, but he should show presently how the principal departments stood on a comparison of a series of years.

He held in his hand a general statement* (A) for the years 1869-70 and 1870-71, with a rough note of the expenditure of the previous year 1868-69. It had been said in some places that the years on which the grants for future years were based, 1869-70 and 1870-71, were starved years, and therefore not years on which a proper comparison could be made. Exception was taken to the word "starved," and he would call them reduced years; at any rate he might state, without fear of contradiction or doubt, that our financial allotments were reduced in those years on account of the recent financial crisis. Reductions took place in those years in two ways—*first*, by checking the natural growth of the Educational and other departments, which were necessarily subjects of natural growth; and *secondly*, by very large reductions of the sums allowed for some other departments, as he should presently show when he came to deal with those special departments. In the meantime he might say generally that the departments of Jails and of Education, especially the latter, were completely checked as regards their growth. On the other hand, in the departments of Police, Roads and Improvements, and Civil Buildings, large reductions had been made: they were not only checked in their growth, but were reduced heavily. The only department in respect of which the growth was not checked, was the Medical Department, that being a department on which it would be very difficult and very invidious to attempt to place a very great check.

The year 1868-69 was the last year before what he might call the financial crisis. At that time the Government of India had not placed any extraordinary check on expenditure, but were as liberal as the state of the finances would admit of their being. He could not give precisely the expenditure in that year in the departments which were now made over to the local Governments; he was only able to give a rough approximation to the expenditure in that year. Making allowance for such portions of the expenditure in the department of Civil Buildings as were considered to be Imperial, he found that the sum allotted for all the departments, which were now made over to the local Government, in that year 1868-69, before the reductions were made on account of the financial crisis, was in round numbers about 180 lakhs of rupees. As regards the years following, viz., 1869-70 and 1870-71, the only point of difference between the Statement which he held in his hand and the statement of the assignments made by the Government of India was in regard to the one item of Civil Buildings. It so happened that the Government of India had adopted, in respect of our allotments for Civil

Buildings, a different principle from the principle adopted in respect to the assignments made for other departments. They had not given us, for expenditure on ordinary civil buildings, the sum assigned to this Province for the same purpose in 1870-71, which was the year that was taken as the basis of their financial arrangements; but they had taken the total sum granted for Civil Buildings in the year 1870-71, viz., fifteen lakhs, and they had deducted from that, not the sums given for Imperial Buildings in that year, but the average proportion of several years before, when the Government had been much more liberal, not to say extravagant with regard to the construction of buildings in Calcutta. Whereas we only got for these buildings in the past year two lakhs of rupees, they had proceeded on the average proportion of the allotments on this account for previous years, and deducted four lakhs, and therefore they had given us two lakhs of rupees less than in the past year on which the assignments were based. It was to be hoped that this would eventually be conceded, that even the Financial Department might be induced to give the two lakhs of rupees which it had thus deducted. But the Financial Department were very hard to deal with, and we could not be sure that we should get back those two lakhs. Still, so far as the year 1870-71 was concerned, he was justified in adding these two lakhs for the purpose of comparison.

Before he proceeded to enter into the details of the expenditure on account of the several departments, he should allude to certain statements which had been made, from which it might be inferred that the Government of this province had not been burdened with the responsibility of finding considerable ways and means. It had been declared in the Government Resolution of 11th December, that the local Governments must bear certain burdens, present and prospective, but it had been sought to explain away the effect of the resolution and declarations of the Government of India, and it was done in this manner:—Those who made such statements took the departments which were not cut, but only checked, and dealing with these departments alone, and omitting from the account the departments which were cut, they professed to show that we had been subjected to no deduction whatever. But he thought it was perfectly clear that if the growing departments were checked and others cut down, then as a whole we had been reduced a very considerable sum, as was shown by the original Resolution of the Government of India; and he was only doing his duty in showing the effect of the arrangement as a whole on our local budget and our local finances. He had one further observation to make in regard to the Departments of Jails, Education, and Medical, that a very large proportion of the expenditure on account of these departments was not included in the departmental charges, but was put as public works charges, and that the assignments at the present time of the Public Works Department had been so cut down that we were unable to carry on the buildings for those departments as we could desire. He thought then that our Jail and Education and other Departments had been cut down just as effectually as if it had been done directly, when great reductions had been made in the grants of the Public Works Department.

The general result of the Statement he held in his hand was to show that the reductions which had been made from the grants of the previous years were somewhat as follows:—The actual expenditure on all the departments now made over to the local Government was in 1868-69, speaking roughly, in round numbers 180 lakhs. Well, then, we had in one column the actual expenditure of the year 1869-70—the year in which the financial crisis occurred, and in which the expenditure was cut down to the utmost possible limit consistent with the arrangements made at the commencement of the year. The result of that cutting was that the expenditure which had been about 180 lakhs in 1868-69 was reduced to Rs. 1,61,58,000 in 1869-70, or in round numbers 161½ lakhs. In the next column we came to the grant for 1870-71. That grant was made after the financial crisis had been fully realized; it was made in the darkest times; at a time when it was thought necessary to impose a very heavy Income Tax under which we had lately groaned; and the result of the distribution made in the darkest times, and under the most starved circumstances, was that the grant was reduced to 154 lakhs of rupees. That was the year 1870-71.

Well, then, we came to the assignment made to us for the time to come. That assignment as the Council were aware, in accordance with the Resolution of the Financial Department of the Government of India, was obtained by taking the grant for the year 1870-71, and reducing it by something like seven per cent., thus throwing on the local Governments a burden of £350,000, which the Government of India had thought it necessary to save from the Provincial allotments. Well that reduction, with the two lakhs of rupees unaccountably cut from the Department of Civil Buildings, brought the grant for future years, which had been made permanent, to Rs. 1,43,42,412, or in round numbers 143 lakhs of rupees. The result of that operation was, that for the management of these departments for a series of years to come, we had 37 lakhs less than we had in the comparatively prosperous year 1868-69, and we had 18 lakhs less than we had in the first year of the financial crisis 1869-70, and we had nearly 11 lakhs less than we had in the worst year of the financial crisis 1870-71. He had said that the present grant had been arrived at by cutting seven per cent. from the last assignments made to the local Governments. Subsequently there had been assigned rateably to the local Governments the amount derived from the savings of the present year 1870-71, to the extent of £200,000, and our Bengal share was about £50,000. It was clear that if that grant was to be treated as a relief to our finances it was at best a relief for one year only. He was inclined to argue that in reality the saving was not an increase for even one year, but that it was a certain capital in hand, a cash balance which it would be necessary to retain for working expenses. But that seemed to him to be a

matter of argument and account, and was comparatively immaterial, because we were not now dealing with the finances of one year, but with the permanent arrangement of the assignment as a lasting resource; and if we were to make up a deficiency, seeing we were somewhat backward—we were several months behind the other local Governments—it seemed to him to be difficult to impose taxes very quickly, difficult to get the people to consent to taxes, and difficult to collect them, and that one year was little enough to do the thing thoroughly well, and to draw our money to meet the demands for future years. He would say that even if it might be possible, by cutting, clipping, and reducing in the various departments, and by drawing on our cash balances, even if it were possible to carry on through the coming year, still it was quite time that we should put our house in order, that we should bring home to the people of this country that, if benefits were to be derived by them, they must submit to a certain amount of provincial taxation. He was now speaking of provincial as distinct from local taxation. He had explained what the figures were in regard to the amount of the permanent allotments which the Government of India had made to us—that they were 37 lakhs less than the assignment made in 1868-69, 18 lakhs less than the assignments in the next year 1869-70, and 11 lakhs less than the assignments in the most economical year 1870-71. But he must also bring to notice that it had been stated, and rightly too, that one main feature of the scheme of local finance was this, that the departments that had been made over to us were not the revenue-producing departments, but those departments in which the expenditure was continually growing. Some of the departments were in their very nature departments in which the expenditure must grow with the growth of the population and the growth of civilization and wealth, such were the Educational, Medical, and other Departments. And it would be fair to this Council to state explicitly that when we proceed to put our house in order we must not only arrange for meeting the deficit of the present year, but we must arrange for meeting a deficit in future years, which must increase owing to the natural growth of those particular departments on which the health, wealth, and comfort and enlightenment of the country depended; and therefore we might expect that the deficit would be larger in future years, and we must so arrange our scheme of taxation that it should also increase in future years in accordance with the growth of our expenditure and the demands of these growing departments.

The expenditure for the coming year—he meant to refer to the estimates made out by the various departments—appeared to amount to 169 lakhs as against 143 lakhs assigned by the Government of India. Still he might tell the Council that by cutting down and reducing those departmental budgets we hoped to reduce that estimate. He was not now in a position to explain to the Council what the real expenditure would be; but this he might say that taking the estimates of every department as they were now given, and reducing them to the utmost extent that was found possible under the existing system, the Government had not up to this time succeeded in cutting them down to the figures at which the assignments had been made. For instance, he found that the allotment on account of Jails was Rs. 20,57,000, and that after submitting the estimates to revision, the officers of the Government had found themselves unable to assign less than 22 lakhs. Then he came to the Police Department, for which the allotment was Rs. 52,40,000. After carefully revising the estimate, and availing ourselves of the services of an honourable member of this Council (Mr. Eden), and reducing the departmental charges as much as possible, the result of that revision was to leave the police charges at Rs. 54,55,000, as against Rs. 52,40,000 in the budget assignment. And similarly in the Educational Department there was assigned 22 lakhs of rupees, the present estimate of the expenditure in that department being 24 lakhs. The Medical Department was always a growing department, the expenses which, up to this time, had gradually risen to Rs. 8,45,000, having now increased to Rs. 9,81,000. The particulars regarding each department he should explain in detail. But this he should say here, that the result of the present state of things was that he had been totally unable to make any estimate of the prospective charges for roads and civil buildings, sufficient money not being available. In some sense no doubt these were optional charges, which it was possible to stop altogether, and which were therefore entirely under our control; and the sum which was left to us, after providing the assignments for the other departments, and providing the necessary funds for repairs of roads, &c., was so small that it would be vain to estimate what the expenditure in this department would be until we saw what we could get and what we should have to expend upon this department.

Seeing then that the assignments of our growing departments had been checked, and that several other departments had been reduced, how were we to make up the sum by which we thus fell short of the most economical years that had gone, and to provide for future improvements and developments?

No doubt we could save something by looking more nearly into the administration, especially now that we had a direct incentive to do so, and by improved methods and possible reductions, but we could not expect to save the whole in that way; in fact what he had called the natural growth of some departments was such that it would much more than counterbalance all the savings that we could effect. He would ask the Council to examine briefly with him the departments which had been made over.

The first department he would touch on was, financially speaking, a small department, namely Registration, which could not be expected very largely to influence our position. He had occasion to say in another place, and he said again, that looking at the circumstances of

the country, and the object of the most necessary social improvements for which the system of registration was designed, he was strongly of opinion that registration never should be a source of revenue, that it should not be permitted to us to make that department a source of revenue, and that under any circumstances we ought not to do so. The result of the assignment made to us by the Government of India for this department was Rs. 55,000 less than nothing. If we considered that it was a just principle to extend and improve this department with the money we got from it, and not to apply it to other purposes, then, so far from benefiting from this department, we should have to make good a sum of Rs. 55,000 per annum.

Then he would go to the Printing Department. Perhaps we printed more useful books and extremely valuable papers than we could induce any one to read. Something might be saved there; but he must explain that the very large saving shown in the estimates for this department was not so much a saving in respect of books which nobody read, as a saving in account which he would explain. The fact was, that it was the practice for the printer of the Alipore jail press to supply printed forms, &c., to the different departments of the Government for which they executed printing work, and having a monopoly the Jail charged very much higher rates than those for which the work could be done in other presses. The charges for printing were enormously exaggerated, and the amount went to swell the jail receipts. That had now been reformed, and we should save a large sum from the nominal expense of printing; but in reality it would only be a readjustment of accounts; by decreasing the printing rates of the Alipore jail, and we should save a large sum in the expenditure on account of printing; on the other hand, we should lose just as much in the diminution of the jail receipts. Therefore he could not hold out any hope of gaining much from the savings in the Printing Department.

The next department he came to was Jails. They were all aware that this was a very important department. The whole of the success of our criminal administration after all rested on the good management of jails, because it was really of very little use that we should have to try prisoners and give verdicts by the aid of the whole machinery of justice, unless the main object was carried out by the sentences of the Courts being duly executed. In this Jail Department the assignment to us from the Government of India was nominally Rs. 20,57,000, but then from that was to be deducted 11 lakhs, which stood on account of receipts from the jails, principally the produce of jail manufactures. Consequently the result was, that instead of getting Rs. 20,57,000 we only got Rs. 9,52,000. Not only that, but there was something else very important. No doubt we got Rs. 9,52,000. But there was a peculiar arrangement which he must explain. In former times, as the Council were aware, prisoners were employed in making roads outside the walls of the jails. That system was put a stop to, and the magistrates of districts very naturally cried out. They said, your improved system of jail management may be all very fine, but our roads are going to the dogs. Having taken away the labor we derived from our prisoners, we ought to get the proceeds of your manufactures, as prison labor was one of the largest sources that we had for keeping in repair the roads throughout the country. The Government conceded this demand, and out of the grants made by the Government of India for expenditure on account of jails, there were included under that expenditure very large sums, including the printing profits, which were really made over for the purpose of making district roads. He found that in the year 1868-69 the sum made over out of the jail account for the maintenance of district roads in Bengal was so much as Rs. 5,40,000; in 1869-70 the sum made over was Rs. 4,06,000, and in the current year 1870-71, which was about to expire, we estimated that it would be nearly Rs. 3,68,000. Thus, speaking roughly, he thought he might say that out of the total sum which we received nominally for jails, in reality on the average a sum of Rs. 4,00,000 was devoted not to jails, but to the repairs of district roads. The consequence was, that if there were any change of system involving a diminution of the profits of jail manufactures, such as the reformed printing charges to which he had alluded, we must make up the sum now expended on account of district roads either from new provincial or from local taxation. In reality we had received for jails only about six lakhs per annum. Considering how large the province of Bengal was, how many were the districts into which it was divided, and how many were the jails in it, he need not say that an assignment of six lakhs of rupees appeared to him very small for the purpose, and that there was no hope of making any saving from this department. The result was rather likely to be very much in the contrary direction. He said so for this reason, that he was very much impressed with this belief that however excellent our jail system might be in respect to manufactures and the profits derived from prison labor, punishment had been to a very great degree sacrificed to the making of profits. He was not about to enter into the question how far for our long-term prisoners the present mode of employing prisoners in manufactures was good: how far the system was likely to deter people from the commission of crimes and at the same time to reform prisoners. It might be, for anything he could state to the contrary, the best system that could be adopted. But for short-term prisoners he thought it was totally impossible to apply that system. He had not had time to go round to the several districts of Bengal, and he had been obliged therefore to take a good deal upon trust. But he had examined the system adopted in the Alipore jail, which was held to be the model jail of Bengal, and he there found that although every endeavour was used for inducing long-term prisoners to learn the system of jail manufactures, there was no proper provision for the

punishment of short-term prisoners, and consequently they were allowed to go and cut grass and do other sorts of light labour, on the presumption that their term was so short that they were not likely to run away. That appeared to him to be defeating the whole object of punishment. He thought that if there was any class of prisoners in respect of whom there should be short and sharp punishment it was these short-term prisoners. The object of their punishment was to impress them sharply in a short time, and let them leave prison with the impression that a jail was a disagreeable place, and that they would not like to come there again. If that was not done it became necessary to substitute for short terms of imprisonment longer terms, which would give them greater opportunities of associating with the more hardened criminals, and thus completely demoralize them. He asked the Jail authorities how it happened that there was no proper degree of punishment for short-term prisoners, and he was told that it was impossible to teach any system of manufacture effectually within a short time, and there was no sufficient means of punishing them in any other way. Although, then, the system of manufacture in jails was carried out to great perfection, and although financially it had met with great success, it probably remained for us to expend a good deal of money in providing effectual modes of punishment for short-term prisoners. For these reasons, far from being able to effect any saving in the Department of Jails, it was probable that the expenditure under this head would go on considerably increasing. No doubt in the account of Jails it might be possible to avoid much additional expenditure, because we might only reduce our jail receipts and jail profits, but if so, the allotment for district roads must be reduced, and must be supplied by local cesses; that was how the jail question ran into the cess question.

The next department to which he came was the Police. The grant for this department was put down at Rs. 52,10,000. But this included a good deal for municipal police, in respect of whom seven lakhs was set down as receipts, and the result was that the real grant was 45 lakhs of rupees. When we looked back to former years, we should find that the Police Department had been submitted to very considerable reduction. He found that the expenditure on police, which amounted in 1868-69 to 61 lakhs, had been reduced in the following year to 58 lakhs. In the year after that it was reduced to 55 lakhs, and our estimate, after considerable revision, was for the coming year 54 lakhs; therefore, as far as the scrutiny of the existing system could go, the Police Department had already been very much reduced. The future of that police would very much depend upon the working of the new Chowkidaree Bill which had been lately passed by this Council, and which he might describe as a Local Cess Bill—he meant the Village Chowkeedaree Act. If the chowkeedars were turned into policemen, the regular police might be reduced. And on the other hand, if we were to maintain as chowkeedars merely the indigenous village institution, why then it would be a serious question whether in reality we could make any large reduction in the regular police. He did not think we could largely reduce that charge unless we could make a total and radical change in the system of the police, because, compared to other provinces, we had by no means a disproportionately large charge on account of the Bengal police. Take the case of the Bombay Presidency. There the charge on account of police in 1870-71 was 37½ lakhs of rupees, but by the reduction to which that charge was submitted under the Resolution of the Government of India it now stood at 35 lakhs. That was to say, the Bombay Government would obtain 35 lakhs of rupees for their police as against 45 lakhs granted to Bengal for that department. Well, now the fact of the matter was this, that Bengal was just about three times as large as Bombay in respect of area and population, while the assignments made to Bengal and Bombay, on account of police, stood in the proportion of about 9 to 7; or to put it more simply, with three times the population and territory, we had only about one-third more for our police than the Bombay Government had for their police. Therefore, he said, unless we were able to introduce very radical changes in the existing police system, we could not expect any further very large reductions from the police department. He would, however, promise that the whole subject of the police should have his most anxious and careful consideration.

He would then take the Educational Department, which was a department which he had described as very progressive in respect of expenditure, as a very growing department, and he thought it was evident that it must be so, because the department was a comparatively young department. We had made certain rules for establishing certain schools and colleges, and had promised that on certain conditions we would give to private institutions grants of Government money. We had established these things in the hope that the demand for education would grow, that we would have more applications for grants of money; and if the size of schools and colleges increased, the expenditure in the Educational Department must naturally increase. There again the question of education ran into the question of local cesses for local education, which the hon'ble member in charge of the Bill to provide for local rates for certain local purposes, had already mentioned as one of the purposes to which some sort of local cesses might some day be applied. As the Council were aware, there had lately been a discussion on the question of education. There were two theories on the subject; one was that you should educate the upper classes, and that education should filtrate downwards; the other theory was, that we should educate the lower classes, the mass of the people, and that education should ascend upwards. He was not going to decide between these two theories. But he was of opinion that we should

work on both these systems, that we should burn the candle of knowledge at both ends: he should wish that the light of knowledge should be capable of burning not only at two ends, but at half a dozen ends if that were possible. Even if we were to continue our present system of education without entering into the question of educating the lower masses, the expenditure of this department must necessarily and inevitably grow from time to time. If we restricted ourselves to the permanent grant assigned to us for education by the Government of India, without the addition of local or provincial taxation, we could not continue in our present course; there must be a check given to all education. He would not anticipate the possibility of such a state of things: he felt sure that the upper classes of the natives, who had felt the benefits of education, and their sons, the rising generation, would become more and more anxious to obtain education; that we should not put a check to it, that we should not cut down the extent of our education; but, on the contrary, that we should manage to maintain our schools and colleges on the system of giving some education to all classes, and therefore we must try and obtain the means for a large increase of expenditure in this department.

He would touch very briefly on the Medical Department. This was the only department, the growth of which had not been checked in the allotments made by the Government of India since the financial crisis. He believed that there was no single member of this Council who would wish that the growth of this department should be checked. He was quite sure that no one would wish to put a check to the medical and surgical aid afforded to the people by our hospitals and dispensaries. The grant for this department was not large, it amounted to Rs. 8,45,000, and it would be necessary to make up whatever amount might be found necessary for the requirements of this department in future years.

Then he came to the Department of Roads and Public Improvements, which were put under one head in the assignments made by the Government of India. It was his misfortune to say that the assignments made to us for these purposes had been very greatly reduced. He held in his hand a statement* (B) which went back to the year 1863-64,

* *Vide Appendix.* and was brought down to the present time, and another statement* (C) showing the present income and the funds available for the expenditure. He found there that the assignment made to Bengal for roads and miscellaneous public improvements was in 1863-64 Rs. 21,14,000; in 1864-65 Rs. 28,55,000; in 1865-66 Rs. 27,16,000; in 1866-67 Rs. 29,26,000; in 1867-68 Rs. 24,88,000, and in 1868-69 Rs. 29,54,000. From that period a fearfully rapid decrease in the assignment for roads and improvements was observable. In 1869-70, the first year of the financial crisis, it fell down to Rs. 22,18,000; in 1870-71 it fell further to Rs. 15,78,000; and the grant for future years, under the new system, was Rs. 14,88,000. That was to say the assignment for the coming year was something like half the grants of the years before the financial crisis. That was a great and serious reduction, and we must meet it as best we could. In addition to that deficiency in this department, we were met with a sort of aggravation of our difficulties in this respect for this reason, that when we got liberal grants we made a good many roads, and when we made roads we must have the money wherewith to keep them in repair. To give us roads without giving the means of keeping them in repair was like giving a poor man an elephant. The result of our having made those roads was immensely to increase the expenditure on account of repairs, so much so that out of the total grant on account of roads and miscellaneous improvements the cost of repairs of roads alone was eleven and half lakhs of rupees, and the consequence was that, for the making of roads and other improvements, we had no more than Rs. 2,30,000 available. Notwithstanding the very great reduction made in this department, and the strongest necessity that none but absolutely necessary roads should be undertaken, we had a demand for roads in progress, which were represented to be essentially necessary for the comfort and convenience of the people, while out of the allotment we had only Rs. 2,30,000 left for the construction of roads, he found that the estimate for merely carrying on the roads which were in progress, and which were not already suspended, was Rs. 3,59,000, or half as much as again we had got for this purpose; so that if we were restricted to that sum, we should not even be able to carry out the construction of the very necessary roads that were now in hand, much less enter upon the construction of new roads, or of those which had been temporarily suspended. The principal roads which we had now in hand, and for the completion of which we must provide for, were, first, the road to Cuttack and Pooree, which he need not tell the native members of the Council was one which, in the eyes of all good Hindoos, was most important; then there was another important road between Bhaugulpore and Sooree; there were several bridges on the Dary ching road; and also several necessary roads on the Eastern Frontier, to Assam, Sylhet, and Cachar, and the districts branching off from them; therefore it must be inevitable that we must either find the funds for carrying on these important and absolutely necessary roads or give them up altogether.

The next was the Department of Civil Buildings. He had explained how our grant for civil buildings had been reduced from the grant of 1870-71. We had for the future a total grant of Rs. 10,36,000 for this department: out of that, after setting apart the necessary expenditure on account of establishments and repairs, we would have for expenditure on new works Rs. 5,74,171. Now, if we considered the immense demand made for civil buildings, he thought we must feel convinced that this sum was inadequate for the purpose. He had only to mention that we had in progress works requiring an expenditure of Rs. 4,53,515, besides many works that had been suspended, and many necessary new works. There was for

instance an extremely expensive work in progress in this place, he meant the great High Court in our vicinity. That High Court was made over to the local Government, and we must make up our minds to finish a work which, it was hoped, would be an ornament to Calcutta, however disagreeable an object to tax-payers. Besides there were a considerable number of district court-houses that were required, and there was also a great demand for sub-divisional court-houses and other buildings. The extension of the system of sub-divisions was one near the heart of the Government, and he believed honourable members would agree that the country was likely to derive the greatest benefit from the establishment of sub-divisions all over the country; we must then endeavour, as far as possible, to meet the necessary expenditure for court-houses and locks-up and things of that kind. Then there was the Calcutta University, which, being connected with education, was a matter about which a very great number of people were interested. He had looked with anxiety at the schedule attached to the assignment on account of civil buildings in the hope that the Calcutta University would have been taken off from the provincial allotments, as being a matter of Imperial importance, but it appeared that if it was to be built at all it would have to be built from provincial funds. There were also other important works to which perhaps he need not now more particularly refer than to say that the demand on this account was very considerable. No doubt some of these charges for the construction of jails and court-houses would, in other parts of the world, be met from local rates, and in this respect also the question of provincial taxation ran into the question of local cesses. On the whole, he thought that these expenses should be, for the present at least, met from provincial sources and not from local rates. But the Council would perceive how much this question of provincial taxation ran into the question of local cesses, and how careful we should be to see that local rates were not unduly burdened with expenses not properly belonging to them.

The statements to which he had already referred showed how the grant for civil buildings had been reduced in recent years. And taking the two branches of public works together, he found that in 1863-64 there was assigned for civil buildings, roads, and miscellaneous improvements Rs. 50,76,000; in 1864-65, Rs. 50,41,000; in 1865-66, Rs. 45,44,000; in 1866-67, Rs. 41,01,000; in 1867-68, Rs. 41,33,000; and in 1868-69, Rs. 52,13,000. He should explain that of these assignments a part was devoted to the imperial buildings, of which the Government of India had now relieved us; the deductions to be made on that account for the years down to 1868-69 averaged about 4 lakhs per annum. In the following year 1869-70, excluding imperial buildings, we came down to Rs. 35,73,000, in 1870-71 the grant was further reduced to Rs. 28,91,000; and in the year about to commence 1871-72, after deducting a short assignment for establishments, it fell as low as Rs. 23,55,000, as the permanent provision for future years, or considerably less than half of what we used to obtain in the years before the financial crisis.

To sum up, the result seemed to him to be that we could not carry on the departments made over to us on the very reduced scale which now prevailed; still less could we provide for a fairly liberal normal expenditure; least of all could we provide for the growth of the departments which naturally grew and were meant to grow for the benefit of the people; none of these things could we manage without doing one of two things, either raising more money by provincial taxation for provincial purposes, or throwing upon local cesses a part of the charges hitherto imperial and now provincial. No doubt we must provide from local sources, whether by compulsory rating or by voluntary contributions, for some benefits to the people which they had not hitherto enjoyed—for village roads and other material benefits, and for moral benefit in the shape of the lower but most useful education. That question of local taxation for new objects of a local character he as far as possible kept separate from the question of carrying on the duties already undertaken by the imperial and provincial Governments. As respects these last, he said again that we must provide funds from some source, if we would not fall utterly back and behind the rest of India and let the country relapse into a state worse than under the despotic rulers who, in some degree, by the exercise of unrestrained power, performed some of the functions which we now cast on civilised institutions. It might be possible so to arrange that our prisoners should not actually be let out of jail; that the police should not be abolished; that existing schools and dispensaries should not be altogether shut up, if we put a stop to almost all public works. Public works were no doubt in some degree discretionary, and by resolutely checking the growth of the other departments, they might be checked; but surely such a course would not be worthy of this great province. On the contrary, the cry had always been that too little had been done in Bengal. He would not enter on the question whether or not this might be justified in the past; suffice it to say that we were now told—you have the thing in your own hands, you have complained all this time that too little has been done, you can now raise money and do more. In other provinces increased expenditure might no doubt in one shape or other be met by an increased and increasing land revenue. Here that greatest source of revenue was fixed, no more could be raised; and he thought it was apparent that if we would remove the stigma which had been cast on Bengal, if we would improve and advance, we must put our shoulder to the wheel. It was morally impossible that while other provinces were being taxed we should go free. It would be a scandal that because we had a permanent settlement, and that settlement had been respected, Bengal should therefore go without the most ordinary local comforts and improvements.

As regards the general Government of India, we were very much in the position of a putneedar to whom an estate had been let at a rent fixed for ever. The zemindar was naturally less inclined to improve; he might fairly say to the putneedar you are really the substantial proprietor; you should do it yourself with such assistance from me as my share in the profits fairly represents.

Whatever the cause, we could not look round without seeing that there was truth in the assertion that in material improvements Bengal was behind other provinces. Look at the roads, court-houses, serais, jails, and many other things in other parts of India, and you saw at a glance that Bengal had great needs, and whatever the cause of that difference might be, if it was to be set right at all, we must do it ourselves, or otherwise it would not be done at all.

The conclusion then to which he came with respect to the Provincial Budget was, that we must either arrange to impose some new provincial taxation to meet considerable and increasing wants, or we must directly or indirectly throw a portion of the burden on local cesses.

He was, he once more repeated, very unwilling to propose this last, because, as he said before, it threw a suspicion over our proposals, and weighted those local rates with that which did not strictly belong to them, at a time when we wished to make them acceptable to the people for their own benefit. If, when the time for discussion came, the Council as representing the people, should say deliberately, *If we are to have cesses, we had rather pay a little more, and have no separate tax*, why, they were probably the best judges of that; but his own advice and inclination would be to impose some provincial taxation for the charges hitherto defrayed from the general revenues, and to keep local taxation for local purposes not hitherto so met.

Well, then, what provincial taxation were we to propose? To be frank he had not yet fully made up his mind. He was very anxiously watching the action of the other local Governments on whom also this duty had been imposed, and who were earlier in the field. As far as he had seen, the only really new tax that had been proposed by several of the local Governments was the license tax,—a tax which, in another place, he had described as being a sort of rough income tax on the smaller incomes other than those derived from land, and it would be for them to consider whether we should adopt a similar tax in this province. There were, he believed, certain Bills passed in Madras, of which he had not been able to get a copy, and amongst them he understood a house tax found a place. There had also been a proposal for taxing marriages, but he believed it had been abandoned: also a wheel tax. He understood that proposals had been made for taxing servants and elephants, so as to reach the rich, as was done in England. There had also been at various times proposals for putting a tax on sales and successions; but a difficulty had been found as to the mode in which the tax could be imposed, except in the form of stamp duties, which was a means of taxation reserved for imperial purposes. In some provinces they had for local purposes octroi duties in towns, and ferry tolls, which seemed to him to be something in the nature of transit duties; and there were also ordinary tolls on roads a means of revenue which he should feel very much disinclined to propose to the Council so far as local roads were concerned. However, the matter of taxation was in our own hands, and he had no doubt that a choice could be made of some sort of provincial taxation which might be suitable to the circumstances of this province.

He had said that he had not made up his mind individually as to what should be the form of taxation, but he would make bold to say what, in his opinion, ought not to be the form of taxation. He spoke on this subject with much respect for the opinions of others in and out of this Council, because he was aware that many of the most competent officers, and others, differed from his views on this subject. But he must say distinctly that, in his opinion, it was impossible to meet the deficit in our funds by putting an additional tax on salt. That was a mode which seemed to him to be entirely out of the question. He would take leave to mention the reasons for which an addition to the salt tax seemed to him to be practically impossible. The first reason was this, that salt was reserved as a source of imperial revenue, and therefore we could not make any addition to the tax on salt for our purposes. Perhaps, after that, to give any other reasons would be like the man who gave thirteen reasons for not firing a salute, the first of which was that he had no powder. However, he would give other reasons also.

The next reason which seemed to His Honor to militate against any increase of the existing duty on salt was, that it was already enormously high—in his opinion much higher than anything but extreme financial necessity could justify. It seemed to him that in a country where the staple food of the poorest was of that character which required a large proportion of this condiment, it was a hard enough thing to have recourse to so very heavy a tax on salt for the purpose of raising a revenue, and that no human being would, for the first time, dream of proposing to impose a tax at the enormous rate at which it was now imposed. It was only because it existed and was a fixed branch of the revenue, and because the financial difficulties of the country were so great that though the Government had greatly desired to lower the tax, they had been unable to do so, that the tax was permitted to remain at its present rate. He might quote on this subject a paper written by a very able officer which the late Lieutenant-Governor had left with him, although Sir William Grey did not himself coincide with the opinions therein expressed. The paper to which he had referred expressed the opinion of a gentleman who had had great opportunities of forming an opinion on the subject. He alluded to Dr. W. W. Hunter, who said—

“The High Orissa rates have also destroyed one of the greatest sources of wealth to the province. It is a country of rivers and estuaries, swarming with fish, and fish used to form one of the staple commodities

of the province. Even at this moment I found that it was almost the sole relish that the poorer peasantry can procure, and their unstimulating diet of sour rice is declared by all the surgeons to be one of the predisposing causes of the low state of health in Orissa. Mr. Beames mentions, in his official report to me, that fish is looked on as a luxury. "the year's supply is stored up in reed baskets and sparingly doled out." If the people try to get fresh fish, it is rotten before it reaches their villages, and tons of putrid fish are thus consumed. I naturally made inquiries as to why they did not salt their immense hauls of fish? They answered invariably that the dearth of salt rendered this impossible. Now salted fish is the natural food of a vegetable diet-eating people, as in Italy and Greece from time immemorial and at this day. It is also a food allowed by caste rules to respectable men, and a favourite with the well-to-do peasantry, and such people as sardar bearers and all Mussulmans, although Brahmmins would not eat it, except from necessity. In time of famine in Orissa hundreds of tons of fish might be salted and sent up the rivers, and if the rates were lower, there would always be a considerable stock in the province."

Any one who had travelled by the Eastern Bengal Railway could not but testify to the putrid character of the fish brought to the Calcutta market by that line of rail. Dr. Hunter proceeded—

"Salt is two annas a seer retail in the inland villages, or 21*d.* per stone. In the inland parts of Scotland it is 3*d.* per stone. So that the Orissa peasant, who has not one-third of the *money-spending* power of the Scotch peasant, pays seven times a higher rate for this important necessary of life. Salt is *eight times* dearer under our rule than under the native princes, and the enhancement is recorded as one of the causes of the Khurdah insurrection in Orissa in 1817."

That was the opinion of Dr. Hunter. And His Honor thought that a tax on a first necessary of life was hardly a source from which it would be proper to raise a larger revenue than the existing very large revenue derived from salt.

Then there was another reason why the tax on salt in Bengal should not be increased. It was he believed allowed that in the North-Western Provinces, where we had a saline soil, the duty on salt was already too heavy. He had had personal experience of that province, having been at one time the Commissioner of Customs, and he knew that the population of the whole of the North-Western Provinces did not consume taxed salt to the extent of more than half of the quantity of salt that they should naturally consume, the other half being either cut off from the people or supplied by salt which had been smuggled through the customs line, or still more by a sort of impure and unwholesome salt illicitly manufactured by themselves on their own lands. He had no doubt that the rate must sooner or later be lowered in the North-Western Provinces. Supposing that the Government of India were to allow us to put an additional tax on Bengal salt for provincial purposes (which they never would), there would be a great difference between the price of salt in Bengal and in the North-Western Provinces. The system could not be maintained, unless we were to establish a strict customs line between the two provinces; and he need not say that to establish such a line across the Gangetic valley would be a very considerable evil.

For another reason he was of opinion that as a mere administrative question, salt would not bear a further tax, as it had already been carried too high. There was a limit to the burden which any source of revenue would bear: when you went beyond a certain point, your tax must break down. The salt tax in different parts of India ranged from 500 to 2,500 per cent. on the value of the article on the customs line; and if you attempted to enhance any tax beyond that point, you made the profit on smuggling so great that your tax must break down. It was the last straw that broke the camel's back.

After all he had been giving only minor reasons why the tax on salt should not be raised. The last reason which he had to bring forward was to his mind overwhelming, namely, that it would be putting off the burden from the rich and imposing it on the poor. The tax on salt was a tax on the poorest of the population. It would be absolutely running counter to the whole justice of the case if we attempted to shuffle off the burden from the shoulders of the rich and put it on the lowest and poorest of the people. And although it was not likely that he would be called upon to do so, he would almost say that he would rather cut off his right hand than have anything to do with imposing a further tax on the salt of the poor.

He had discussed the question of provincial taxation freely; and therefore he might venture to go on to say that if we were to try indirect taxation, speaking of himself, he might be inclined to try a tax on an article which was much used, namely tobacco, as was done in almost every other country. He was aware that this tax had been regarded as unsuitable for imperial purposes; it might for that very reason be considered lawful for us to consider the possibility of levying a tax on tobacco for provincial purposes, to pick up the crumbs thrown away from the rich man's table. His view was that it would not be desirable to attempt at present anything like a heavy tax on tobacco; that it could not be desirable to tax every man's garden. You might adopt some lighter and easier form of taxation; you might impose a license tax on the sellers of manufactured tobacco, and perhaps levy a rate on the manufacture as was done in America and other countries, where the cultivation was quite free. His view, supposing other hon'ble members were inclined to coincide with him, would be to put a small and experimental tax on the sale of manufactured tobacco, and see how the experiment answered. If it did, the tobacco revenue might some day grow so much as to enable us to relieve the people of other burdens. This also would be no doubt a tax on the mass of the people. Still it was a tax on a luxury; and although it was a very general tax, still it would to some degree fall on a somewhat higher class than the consumers of salt.

Still as, in the main, a tax of this sort would be a tax on the masses of the people, it would be necessary in the ends of justice and equity, and in the interests of our financial

requirements, that we should accompany a tax of this kind by some tax which would more especially touch the rich. Some native gentlemen had lately told him, since it was understood that the income tax would be taken off, that they would prefer the imposition of an income tax for provincial purposes to anything else. He was not sure whether the Council would consider such a tax admissible, but as far as he was concerned, if the higher classes really wished for it, and the Government of India would permit it, the thing might be considered.

That was all he had to say on this subject of provincial taxation. He would now address himself with the utmost diligence to ascertain what could be cut down, and he would then return to the subject and submit to the Council the sum which it would be necessary to raise for provincial purposes, and after taking the best advice, he would state the means by which he would propose to raise that amount. What he had now said was only in the nature of throwing out suggestion: but as soon as he was able to make a careful examination of the expenditure under the different heads, and had taken advice as to the most acceptable or least unacceptable form of taxation, he would propose to the Council a Bill for the purpose of supplementing the assignments in so far as they might be found to fall short of the most necessary requirements of the different departments.

He had been long in coming to the real subject of the motion before the Council, namely the Bill to be introduced to provide for local rating for roads and communications. The hon'ble member who introduced the motion had well expressed the principle and objects of the measure, and it was not therefore necessary that His Honor should detain the Council by saying much more on that subject. The hon'ble member had entirely cleared the ground as regards the character of that taxation, and His Honor had also endeavoured to clear the ground by showing how provincial taxation might be distinguished from local rating. This Bill was intended to be restricted entirely to local purposes, and the funds that would be raised under its operation would be administered by local bodies for their own benefit. It was the result of long consideration and discussion. It was based on principles laid down by the Secretary of State in conjunction with the Government of India, accepted by the late Lieutenant-Governor of Bengal, and worked out by a committee appointed for the purpose, and presided over by the hon'ble member. No doubt the Council would readily accept the principle that funds raised for local purposes should be administered by local bodies. It was totally impossible that works of more local improvement should be undertaken from funds derived from the Imperial Government for provincial administration, or even from provincial funds. There were certain things which the people of each locality must do for themselves, and the object of this Bill was to enable the people to do those things for themselves. Indirect taxation was scarcely possible in restricted localities: for local purposes you must resort to that form of taxation which was long known in many countries as local rating, and it was the object of the present Bill to enable the people to raise the necessary funds by that form of self-imposed taxation.

The hon'ble member had alluded to the history of this question, and His Honor need say little more at present on that subject. It was well known that in other provinces considerable funds had been raised by cesses, and expended on local improvements. We had had a different system in Bengal. There were in this province only some moderate funds raised from the profits of prison labor and from ferries and canals, and the question of raising local funds by local taxation for works of local improvement had not previously been much considered. Recently it had been first suggested in connection with the question of the education of the people. He believed that the objection had been raised, and he thought fairly raised, that it would not be fair to lay on the land alone the whole burden of the popular education. It was also stated that there was in Bengal a large amount of voluntary effort in the way of education, and it was said that it would not be desirable to stifle those efforts by a system of compulsory rating. That objection was made in Bengal and had been made in England. In the end the difficulties regarding an educational cess were found to require so much consideration that it was determined to introduce first a Bill to provide for the most necessary material improvements. So much, as he had said, had been settled before the scheme of provincial finance had been resolved upon. He might perhaps be in a position at some future period to propose a Bill for the purpose of improving and extending local education. At the same time he must distinctly declare that if we adopted the Bill now before the Council, we would be in no degree pledged to apply the same principle to an educational cess. He threw out as a suggestion, for the consideration of the members of the Council and others, whether it might not be possible as respects education to propose the adoption of the principle that had been lately introduced in England, by which where voluntary efforts sufficed to supply a sufficient amount of education, no local taxation was imposed, but where voluntary efforts failed, a local rate was imposed. The hon'ble member in charge had introduced his motion for a local road Bill in the most general terms, as the Bill had not yet been completed in its full details. He had told the Council that the Bill was one for the improvement of local communications. Before the Bill was submitted it would be carefully considered, and possibly after full consideration it might be found desirable to make considerable modifications in it. The Council would have the most ample and full opportunity of seeing the Bill as a whole and in all its details, and he trusted, therefore, that they would not hesitate to adopt the motion now before the Council that leave be given to bring in a Bill to provide for local rating for certain local purposes, viz. for roads and communications.

The Hon'ble ASHLEY EDEN said he did not propose to follow His Honor the President on the question of local taxation, but only desired to express his general concurrence in the views that had been expressed. But as allusion had been made to those who were strongly in favor of an increased salt duty in lieu of direct taxation, and as he had taken an active part in supporting that view, he thought that he might be permitted to give his reasons for the notions which he entertained on the subject. He should like to state his reasons for not considering the arguments that had been adduced by the hon'ble the President against an increase of the salt duty altogether conclusive:

First, it was said that salt was an article of imperial revenue, which we were therefore unable to tax. No doubt if the Council was to sit down and propose to pass a law for raising the duty on salt this objection would be absolutely unanswerable, and obviously if the Government of India would not consent to our raising funds for provincial services by an increase of the salt duty, there was an end to the matter. But what he desired to urge, and what those who thought with him desired to urge, was that if it could be conclusively shown that the salt tax was the best mode of raising the necessary increase to taxation for provincial purposes, and the mode was in accordance with the wishes of the people who had to be taxed, it would be open to the local Government to ask the Government of India, in lieu of all other local taxation for provincial purposes, to agree to the imposition of a small addition to the existing duty on salt for local purposes. Every one fully admitted that this Council could not impose a tax on salt: all that it was desired to urge was that the Government of India, in lieu of pressing us to raise local cesses of an irritating and wasteful character, might themselves do all that was necessary by this indirect form of taxation, to which nobody raised any sort of objection, and in fact which nobody knew that they were paying.

The second reason that had been given against an increase of the duty on salt was that the tax was already so high that no one would be likely to agree to its imposition at its present rate if it were now for the first time proposed to levy such a tax. As to this objection, he admitted that the tax on salt was high compared with the intrinsic value of the article; but he wished to point out that notwithstanding the high rate of the duty, the price of salt including the duty was no higher now than it had been from the beginning of our rule in India, and was less than it had been twenty years ago in consequence of the large importation of foreign salt and improved transit. The price of the salt commonly used by the lower classes was less than two annas per seer, and had continued at that rate for a long time; yet the first investigation into the subject of a salt tax in the early days of our rule in India showed that two annas was the retail rate: so that practically at the first levy of this duty the tax had been just as much felt by the consumer as now, and more so; for although the price of every other article of consumption had largely increased, although the price of labor and the rate of wages had much increased, though the value of money had decreased, the price of salt remained what it was when we first came into this country. And he could not see how, in the face of that, anybody could hold that the salt tax was too high. A further proof was to be found in the fact that the annual consumption of salt had nearly doubled and was going on increasing and that the revenue derived from salt had increased at a rate at which no other branch of the revenue had increased. Surely if the salt tax was too high, there would have been some falling off in the consumption of salt; but on the contrary the revenue from salt had increased at a rate in excess of every other branch of the imperial revenue and quite in excess of the nominal increase attributable to increase of population.

With regard to the paper from Mr. Hunter that had been read to the Council as conclusive evidence of the impropriety of taxing salt, he did not pretend to be able to follow or understand the arguments of the writer; but so far as he was capable of understanding them, they amounted to this: that because the people of Italy and Greece eat salted fish, and because Mr. Hunter fancied he traced something in common between the Ooryah and the Greek and Italian, therefore the people of Orissa would make salted fish one of their staples of food if the salt tax was not so high, and that their present state of ill health and suffering arose from their not eating salt fish. But, as he (Mr. Eden) had said before, the price of salt had not increased in consequence of the high rate of duty put upon it: the price was the same now as it had been many years ago. The people of Orissa never had been in the habit of eating salt fish: they would not touch it if they got it for nothing; and he could not therefore conceive any argument more ridiculous than that under which the change in the state of the public health in that province was attributed to want of salt fish. It showed a lamentable ignorance of the habits of the people to make such an assertion.

Then again it was said, if an additional tax was put upon salt, there would be greater temptations to carry on a smuggling trade in salt, and as a proof of this it was said that the people of the North-Western Provinces eat a great deal of untaxed salt. That might be true as to other parts of India: it was a point on which he was not qualified to give an opinion; but the argument could hardly apply to Bengal, with which province alone we had to deal. Here it was quite impossible for the people to obtain any salt that was not taxed, except in one or two districts in Behar, and certainly this extraordinary facility of consuming untaxed salt was not consistent with the destruction of the public health for deficiency of salt to cure fish with.

Next it was said that salt could not bear an additional tax. It appeared to him that when we came to consider that each person consumed on an average six seers of salt per annum at the outside, and that a small increase of duty, say four annas or eight annas per maund, would yield more than all the local taxes put together, it was quite clear that not a single person in the country would know that he was paying any additional tax at all: what was four annas or eight annas per maund to the agricultural laborer who only eat the seventh part of a maund in the year compared to a cess on land or a house tax. Even those who knew that the salt which they consumed had been subjected to the payment of a duty, did not know how the tax was paid or collected.

Then it was said that an increase of the salt tax would have the effect of shifting the burden from the rich and putting it upon the poor. But he thought that such an argument could hardly bear examination; it was one which had often been used and as often refuted. For although probably the poor man consumed as much salt as the rich man, yet if we took into consideration the peculiar relations of the rich with the poor—if we considered the number of retainers that the richer classes of the natives had always about them—it would be found that the apparent inequality did not in fact exist; for every native was accustomed to feed his retainers, and they therefore not only paid the tax themselves, but for all their retainers as well, where a poor man paid a single rate, the rich man paid 10, 20, 30, or 50 rates as the case might be. Any way, if the tax was heavy on the poor man he would not be slow to shift it, by the increased price of labour, to the rich. Any tax to bring in anything at all must be levied on the masses, and not on the few rich men of the country, and he understood the object of the cesses to be to reach the masses. He was quite sure that any tax which did not reach the lower classes would bring us very little.

As to a tobacco tax he desired to say this, that after careful consideration, the late Lieutenant-Governor, Sir William Grey, came to the conclusion that a tax on tobacco and a tax on salt were based on the same principles, if the fact were honestly stated without reference to mere sentiment. Everything that could be said against a tax on salt, could be said against a tax on tobacco. Tobacco, though some chose to call it a luxury for the sake of their argument, was just as much a necessary of life to the native as salt. But there was this to be said in favor of a tax on salt, that it was levied with very great facility, it was levied like a still-head duty on spirits at the place of production or importation, and without the very slightest direct interference with the consumer; there were no collectors and tax-gatherers, all was done by the officer of customs; whereas the collection of a tax on tobacco would require the employment of an enormous establishment, let loose to plunder the people; and even with such an establishment the proper collection of a tax on tobacco would be absolutely impossible when we came to consider that in every little garden in the country tobacco was grown and manufactured for home consumption by the people themselves. The only way to levy a tax on tobacco effectually in these provinces, except possibly by an absolute prohibition of the cultivation of tobacco was by cultivation licenses, and he hoped that no one in the present day would advocate such a proceeding as that. On the whole, he thought the case was simply this, that if we wished to have any great sum of money, we must have a tax which everybody must pay, whether he liked it or not. The much abused income tax with all its interference and wrong could not possibly bring in any amount similar to what would be obtained, without its being in any way even felt as a burden to the people, by an increase of the duty upon salt.

MR. ROBINSON said, as the hon'ble member who had just spoken had alluded to this subject of the taxation of salt, he wished to take the opportunity of stating that it had always appeared to him that the objection to the salt tax, as a tax on the poor, was only a sentimental one; he had never heard anything that could be called an argument urged against it. It was entirely in defence of the poor, especially in Bengal, that he was in favor of an increase of the salt tax in preference to any other form of taxation, if it were necessary to tax the poorer classes at all. In the first place, such a tax could be collected without any additional expense to the Government; and an increase to the salt tax might be infinitesimal, and yet yield a greater revenue than almost any other scheme of taxation that could be devised, requiring the cost of new machinery for its collection.

Another reason for his preferring an increase of the salt tax was most strong in favor of those very classes which it was the general wish of every one to protect from the burden of taxation, namely, the very poor classes of the people of Bengal; because the tax would be collected without the direct agency of any officer of the Government, and without any assessors or collectors entering any village or making any direct application to the people at all—without the people being called upon to make any returns or to attend any officer in consequence of any assessment, or being in any way personally interfered with or harassed in the payment of the tax.

For these reasons he had always thought that an increase of the salt tax was the very best way of raising additional revenue. There was nothing that the people detested, there was nothing that they objected to so much, as any form of Government demand which brought them in direct communication with the officers of Government. On these grounds, as the subject had been raised, he would beg to say that he hoped that the question of an increase of the duty on salt in Bengal would be fully considered, if the poorer classes must be taxed, dismissing all sentimental objections to this form of taxation. And

if any means could be devised for ascertaining the feelings of all classes who would have to pay an increased tax, he was perfectly certain that they would, in preference to any new form of taxation, elect to be subjected to that which he had ventured to recommend.

BABOO DIGUMBER MITTER said, he had no wish on this occasion to make any remarks on the Budget Statement which our President has done us the honor to lay before us; in fact he was under the impression that there would be no discussion upon it to-day. But as some of the hon'ble members had already opened the question as to what would be the most suitable form in which additional taxes could be locally raised to meet the anticipated deficit in the local budget, he deemed it right to say a few words on the subject. It was rather hard that while the imperial Government had retained in its hands all the known and available sources from which revenue had been hitherto derived, the local Governments should be called upon, by a strange and rather questionable policy of financial decentralization, to supply the deficit caused by the transfer of certain services to those Governments. That deficit, though apparently only 33 lakhs, was in reality very nearly double that amount; the allotments for those services having been made on the basis of the budget grant of an exceptional year. It was not easy in this country, as the Imperial Government must know well enough, to discover new sources for taxation; but if from imperious necessity a choice was to be made amongst the existing ones, he perfectly agreed with the two hon'ble members who had preceded him, that an additional duty on salt was the least objectionable mode in which an additional revenue could be raised, and he said this, to the best of his belief, more in the interest of the poor than that of the rich. No tax could be productive in this country which did not reach the poor, because they constituted unfortunately ninety per cent. of the population, and unless it was meant to exempt them altogether from contributing to the additional necessities of the State, no other scheme of taxation that he was aware of, would be more acceptable to them than the one contended for by the hon'ble members. And he ventured to say that if his countrymen were polled on the question, they would almost unanimously vote for it.

A tax on tobacco, to which allusion has been made by His Honor the President, was no doubt one which would reach the masses; but considering the thrifty and provident habits of his countrymen, he certainly thought it would not be productive, at any rate not permanently so. It was an article which had come largely into use only since the last fifty or sixty years. It was hardly known in our country a hundred years ago, and if a heavy duty was put upon it to make the tax productive, besides the oppression in various ways which the imposition of a new tax must necessarily entail, and that principally upon the poor, by calling into existence a new machinery for the assessment and collection of the tax, the consumption, he felt confident, would be sensibly reduced within a short period.

Both this and the cess on land proposed to be levied would fall on the poor, and he was not prepared to say that those taxes would be less burdensome or oppressive to them than if the sum contemplated to be levied upon them were raised by an additional duty on salt. He had already placed on record his views as to how this additional salt duty was to be supplemented by another tax which would fall exclusively on the rich, and he need not refer to it now. He reserved whatever he might have to say on the principle of the proposed local road cess measure when leave was asked for the reading of the Bill in Council.

RAJAH JOTENDRO MOHUN TAGORE rose to address the Council when—

THE ADVOCATE GENERAL rose to order. He said he rose simply with the object of suggesting that he thought it was not desirable that this discussion should proceed. The motion before the Council, as he understood it, was the introduction of a Bill for a specific purpose, the object and character of which were stated by the hon'ble member in charge of that Bill in a most general form. His Honor the President had then, he (The Advocate General) was sure to the lasting satisfaction of the Council, made a general statement with regard to taxation. He conceived that this was hardly the time or the occasion for hon'ble member, to ventilate their opinions on the subject, as to whether or not a particular tax, which was not in any possible way connected with the motion before the Council, was desirable. He hoped he should not be considered to be dictating to the Council in making this observations but he did think that this discussion should not be further proceeded with.

HIS HONOR THE PRESIDENT said, his feeling undoubtedly was that this discussion was irregular; but at the same time he must admit that that irregularity had no doubt been commenced by himself in taking the opportunity, when making the Budget Statement, of going into a somewhat wider field than a mere statement of the receipts and expenditure of the year. He felt that he should apologize to the Council for that irregularity; but he believed that as this was a very important occasion, he might claim their indulgence, and, to a certain extent, suspend the Rules in his own favor, in making the statement he had made. He was quite willing to admit that it was the right of hon'ble members to meet the statements which he had taken on himself to make to the Council. At the same time, since one or two hon'ble members had already expressed what he felt to be the case, that all the members of the Council were not and could not be expected to be in accord with all the particular views he had ventured to throw out, it might be sufficient that he should tell hon'ble members that the suggestions they had thrown out would have the most careful and respectful consideration of the Government.

He could say with respect to what had fallen from the hon'ble member on the right (Mr. Robinson) that he felt to the full as much as the hon'ble member that we should

attempt to get at the views and feelings of the mass of the people. When he spoke of the people, he meant not only those who were educated and spoke English, but the mass of the people themselves. To find a means to get at the feelings and wishes of the people had been the subject of his most anxious consideration. On a recent occasion, when a gentleman presented a petition to this Council, professing to be on behalf of the ryots, he took upon himself to ask whether any hon'ble member would undertake to represent the opinions of the ryots. No hon'ble member took advantage of that occasion to express himself as an exponent of the wishes of the ryots; and perhaps he might say that there did not seem to be amongst the gentlemen in this Council any one who could be considered a representative of the masses. The gentlemen who composed the non-official element in the Council must be taken chiefly to represent the upper strata of European and Native society; there was no member amongst them who could say that he was a representative of the proper people; and he had found extreme difficulty in finding anywhere any person who could fully inform him of the feeling of the masses of the people. He did not know whether we could introduce the system of polling or manhood suffrage, and things of that sort that might be somewhat difficult. At any rate he could say this, that through the instrumentality of the local officers and others the Government would endeavour to become acquainted with the feelings of the masses of the people. Strong as his own opinions were, if he should really be convinced that the masses of the people—in the sense of the lower strata of society and not of the upper classes only, the people on whom the real burden would fall—really preferred to have an increased duty on salt to any other form of provincial, as distinguished from local, taxation, and if such a thing were possible, he would be ready in this and in other things to yield his own opinion to the wishes of the people who were to be taxed. But as respects the salt tax, he did not think it could be done; they must remember that it was the last straw that broke the camel's back.

It appeared to him, however, that we had already gone far enough in the path of irregularity in discussing the question of provincial taxation as distinguished from local taxation, which latter was the subject now before the Council. He had laid before them all the information that he at present possessed, and some considerations in regard to provincial taxation, but he was not now prepared to submit any definite proposition on that subject. The matter now before the Council was a Bill for the purpose of local rating; and therefore if, after the promise he had given hon'ble members that their views should be most fully considered before a scheme for provincial taxation was introduced—if hon'ble members should think fit not to carry on that discussion at present,—he thought it might be desirable to confine ourselves to the consideration of the subject at present before us.

RAJA JOTENDRO MOHUN TAGORE said that after what had fallen from His Honor the President he would not at present go into the question of the salt tax. But with regard to the question of local rating, he would only say that as the Bill was not before the Council we could not discuss its principles; but by not opposing its introduction he wished it to be understood that he did not in any way commit himself to the adoption of the measure.

BAROO DIGUMBER MITTER said it was not his wish, as he had already observed, to say anything at the present moment on the principle of the proposed measure, but he might as well observe that if the repairs of the district roads should have been estimated to cost 11 lakhs of rupees, and if the imperial grant for roads be 13 lakhs, as he found from the budget statement, where then was the necessity for a road cess. So far as the construction of new roads was concerned, he thought such works should be undertaken mainly on a self-supporting principle, and towards that end tolls should be levied on the traffic thereupon. Not only did he think this to be the correct principle upon which roads should be constructed and maintained, but that a strict adherence to it would be a great check to the opening of roads which were not dictated by the actual necessities for the time being. (THE PRESIDENT here corrected the speaker by saying that the estimated cost of 11 lakhs for repairs had reference only to imperial and not district roads.) If the estimate, as he now found, had reference only to the repairs of imperial roads, then of course his remarks did not apply.

The motion was then agreed to.

REGULATION OF MARKETS IN CALCUTTA.

MR. SCHALCH postponed the motion, which stood in the list of business, for the consideration of the report of the Select Committee on the Bill for the better regulation of markets in Calcutta.

The Council was adjourned to Saturday, the 1st April.

Appendix.

STATEMENT A.

Statement showing Provincial receipts and expenditure 1869-70 to 1871-72.

DEPARTMENT.	Actual expenditure 1869-70.	Grant 1870-71.	1871-72.				
			Net Grant being allotment as per resolution minus proportion of 2330,000	Savings 1870-71.	Total.	EXPENDITURE.	
						Departmental estimate.	Bengal Office estimate.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Jails ...	21,44,300	21,82,096	20,57,717	76,469	21,34,186	25,47,006	22,13,673
Registration ...	3,14,035	3,00,093	3,45,226	12,841	3,58,067	2,68,832	3,63,345
Police ...	58,16,222	55,57,570	52,40,790	1,94,741	54,35,531	55,30,067	54,55,038
Education ...	21,55,558	23,43,846	22,10,247	82,136	22,92,383	25,92,885	24,01,309
Medical ...	7,01,865	8,97,131	8,45,998	31,417	8,77,445	10,25,371	9,81,637
Printing ...	3,49,892	4,17,321	3,93,534	11,635	4,05,169	4,67,810	3,20,010
Roads ...	22,18,280	15,78,000	14,88,100	55,166	15,43,266	*18,69,545	.....
Civil Buildings	13,55,651	13,13,170	10,50,200	39,035	10,89,235	†16,66,817	.....
P. W. Establishment	11,00,000	6,99,800	6,59,900	24,533	6,84,433	} 8,50,000	8,50,000
Tools and Plant	.. ..	53,800	50,700	1,897	52,597		
Total ...	1,61,58,803	1,54,08,830	1,43,42,412	5,32,900	1,49,75,312	1,69,18,393	

* Available Rs. 2,30,070.

† .. Rs. 5,74,161.

STATEMENT B. PROVINCE OF BENGAL.

Statement showing the expenditure incurred on Original Works and Repairs during the seven years from 1863-64 to 1869-70, and the grants for 1870-71 and 1871-72.

YEARS.		CIVIL BUILDINGS.			ROADS AND MISCELLANEOUS PUBLIC IMPROVEMENTS.			Grand Total.	
		Original Works.	Repairs.	Total.	Original Works.	Repairs.	Total.		
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1863-64	...	22,01,658	3,70,273	*26,61,931	17,66,863	6,48,090	24,14,953	50,76,883	
1864-65	...	16,17,001	5,71,006	*21,88,007	18,99,000	9,53,510	28,52,510	50,41,207	
1865-66	...	13,00,028	5,27,403	*18,27,431	19,74,954	7,41,294	27,16,248	45,44,539	
1866-67	...	11,37,587	3,37,145	*14,74,732	22,55,350	6,71,144	29,26,494	44,01,228	
1867-68	...	12,50,661	3,94,205	*16,44,866	17,80,033	7,07,948	24,87,981	41,33,447	
1868-69	...	18,59,741	3,99,321	*22,59,062	21,19,725	8,35,073	29,54,798	52,13,860	
1869-70	...	10,73,356	2,22,200	13,55,651	13,62,851	8,55,429	22,18,280	35,73,931	
Grants { 1870-71	...	6,14,013	3,99,157	10,13,170	6,10,000	9,68,000	15,78,000	25,91,170	
1871-72	...	5,74,161	4,00,000	9,74,161	2,30,970	11,50,000	13,80,970	†23,55,131	
Total		...	1,20,18,235	80,80,926	1,56,00,161	1,40,00,948	75,30,497	2,15,31,443	3,72,30,604

* Less Imperial Civil Buildings average 4 lakhs per annum.

† This amount differs from the "Grant for Departments" provided in Financial Resolution after reduction, viz., Rs. 25,04,014, by Rs. 1,48,883, which is the excess of proposed grant Establishment, Tools, and Plant, viz., Rs. 8,50,000 over the grant for that service as per resolution above referred to.

F. R. BOYCE,
Controller of Public Works Accounts, Bengal.

STATEMENT C. PROVINCE OF BENGAL.

Statement of Public Works assets and estimated expenditure.

PARTICULARS.	Actuals for the year 1869-70.	Grant for 1870-71.	1871-72.					
			Grant for Departments.	Grant for Establishment and Tools and Plants.	Total grant for the foregoing.	ESTIMATED EXPENDITURE.		
						Repairs.	Establishment and Tools and Plant.	Balance available for new works.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Roads and miscellaneous Public Improvements.	22,18,280	15,78,000	14,67,970	4,11,000	18,78,970	11,50,000	4,98,000	2,30,970 *
Civil Buildings ...	13,55,651	*13,13,170	10,36,044	2,90,117	13,26,161	4,00,000	3,52,000	5,74,161
Total ...	35,73,931	*28,91,170	25,04,014	7,01,117	32,05,131	15,50,000	8,50,000	8,05,131

* Actual grant less actual for Imperial Civil Buildings, Rs. 1,91,830.

F. R. BOYCE,
Controller of Public Works Accounts, Bengal.

Correspondence about the discovery of limestone in the sub-division of Burpettah in Assam.

From COLONEL W. AGNEW, Officiating Commissioner of Assam, to the Secretary to the Government of Bengal, Revenue Department,—(No. 78, dated Gowhatty, the 6th April 1870.)

I HAVE the honor to forward, for submission to the Hon'ble the Lieutenant-Governor, the annexed copy of a letter from assistant commissioner, Mr. A. C. Campbell, reporting the discovery, in mouzah Door Champagoorie, of a substance which there seems to be no doubt is good limestone. The mouzah is situated in the Burpettah sub-division, and lies about twenty-four miles north of the station of that name; and if Mr. Campbell be correct in his surmise that he has found extensive beds of limestone there, he has undoubtedly made what may indeed certainly well prove a discovery of the greatest value.

2. I shall forward to Government by Major Comber, who is about to proceed to Calcutta, a specimen of the stone and of the burnt lime, and should they be favorably reported upon by competent authority, I beg leave to suggest that if the services of an officer of the geological department be available, they may be placed at once at my disposal, as there is still time before the rains set in for the locality in question to be examined and its capabilities ascertained. Until the extent and value of these is known, I shall request Mr. Campbell not to grant a lease to any one to quarry limestone; and the terms on which such leases should be granted will hereafter be submitted through the Board of Revenue if Mr. Campbell's discovery be favorably reported on.

From A. C. CAMPBELL, Esq., Assistant Commissioner of Burpettah, Assam, to the Deputy Commissioner of Kamroop, Assam,—(No. T—A, dated Camp Bojali, the 19th March 1870.)

I HAVE the honor to report the existence of beds of limestone in mouzah Champagoorie, on the slopes of the hills which form the northern boundary of that mouzah.

2. The locality where the lime strata are, is at an elevation of about 300 or 400 feet above the surrounding country, on an extensive plateau covered with grass and tree jungle, which is approached through a line of country, the rising of which is so gradual, that no symptoms of an ascent are observable until, on looking back after reaching the spot, a view is obtained of nearly the entire district on both sides of the Berhampooter.

3. Until the lime locality is visited by a practical geologist, it is impossible to ascertain the precise limit to which the strata extend; but so far as my unprofessional knowledge enables me to judge, I am of opinion that the supply of lime is unlimited. I examined about four or five miles of country about the locality, and I noticed throughout that the lime strata cropped up in numerous places above the surface. As I have no doubt that the strata are more or less connected with each other, the inference that may naturally be drawn is that these limebeds are of very great extent, and if properly worked will be sufficient to supply the whole of the province, as well as Eastern Bengal with lime.

4. The closest water communication to the spot is a small stream about four miles from it, called the Khar Khoot, which is navigable throughout the year for dugouts of twenty or thirty maunds burthen, and in the rains native crafts of any burthen can navigate it. A good road might be made to the river from the lime beds at a cost of Rs. 1,000.

5. The supply of fuel in the neighbourhood is abundant, as the low hills near about it are covered with forest.

6. Several natives of this sub-division are already anxious to obtain pottahs to work the lime beds. I have not given them encouragement to present formal applications, but I would be glad to obtain your instruction on this point.

7. I beg to forward by the accompanying messenger a specimen of the lime rock as quarried out of the earth, as also a parcel of lime prepared by burning some stone similar to the specimen sent. I beg to add that a very strong heat is required to convert the stone into lime, and I employed, for this purpose, charcoal kept ignited by the blast of a smith's bellows. Insufficient heat alters the stone to a blackish mud colour and appearance.

From H. S. BRADON, Esq., Officiating Under-Secretary to the Government of Bengal, to the Superintendent of the Geological Survey in India,—(No. 3003, dated Fort William, the 28th July 1870.)

• I AM directed to forward the accompanying copy of a letter* from the Commissioner of Assam, together with a box containing a small quantity of limestone discovered in the Burpettah sub-division, and to request that you will be kind enough to submit a report on the properties of the limestone.

* No. 78 dated 6th April.

From H. B. MEDLICOTT, Esq., Officiating Superintendent, Geological Survey of India, to H. S. BEADON, Esq., Officiating Under-Secretary to the Government of Bengal,—(No. 825, dated Calcutta, the 8th August 1870.)

In reply to your letter No. 3003 of 28th July, I have the honor to submit the following remarks upon the sample of limestone forwarded therewith from Champagoorie, in Assam.

2. An average piece of the mass sent yielded to analysis 95 per cent. of carbonate of lime and 5 per cent. of impurities (sand, clay). It is a very rich limestone, i.e., it would yield a pure, fat lime, having no hydraulic properties itself, but capable of receiving a proportionably greater amount of soorki or other admixture for the preparation of mortar.

3. The texture of the stone at once betrays its mode of formation and occurrence, giving almost conclusive presumptive evidence that Mr. Campbell is mistaken in his description of these conditions when he speaks of the rock as occurring in continuous beds. The distinction is an important one geologically, and as affecting the opinion to be formed as to the abundance of the rock.

4. It is calcareous tufa, accumulated by the evaporation of drainage or spring water holding lime in solution. Its occurrence is therefore manifestly uncertain, and not to be counted upon as if it were an out-crop of a bedded limestone, nor does its appearance give any presumption that more solid limestone occurs in its neighbourhood: the disintegration of a rock containing a very small proportion of lime is sufficient, under favorable circumstances, to produce large accumulations of this tufa.

5. There is, on the other hand, no knowing to what extent this formation may or may not have accumulated in any spot, and Mr. Campbell's discovery may prove a most valuable one; considering the dearth of lime in Assam, it is well worth while to prosecute the search. But there can be no need of a geologist for this purpose, as may be surmised from what I have said. By noticing the form of the ground where it has been found, some clue may be obtained to likely positions elsewhere. It is simply a question of poking about in the jungles.

6. A large proportion of the lime used in Rohilkund and Upper India generally is obtained from a tufa like this one, formed locally at the surface from the wasting of the calcareous sandstones of the Sivalik formation. The deposits at Champagoorie are probably in every way analogous.

From H. S. BEADON, Esq. Officiating Under Secretary to the Government of Bengal, to the Officiating Commissioner of Assam,—(No. 3259, dated Fort William, the 18th August 1870.)

I AM directed to acknowledge the receipt of your letter No. 78 dated the 6th April last, with enclosure reporting the discovery, by Mr. A. C. Campbell, of a species of limestone in mouzah Door Champagoorie, in the Burpettah sub-division, and forwarding a specimen of the stone in question.

2. In reply I am to forward the accompanying copy of a report* by the officiating superintendent of the geological survey in India on the properties of the limestone, and to request that, in view to ascertaining the actual extent and value of Mr. Campbell's discovery, you will be so good as to direct that officer to carry out a search in the manner proposed by Mr. Medlicott.

3. The Lieutenant-Governor approves of your suggestion regarding the grant of quarry leases.

Memorandum from COLONEL J. E. T. NICOLLS, R.E., Secretary to the Government of Bengal, Public Works Department, to the Officiating Secretary to the Government of Bengal, Revenue Department,—(No. 247, dated Fort William, the 18th January 1871.)

WITH reference to the officiating under-secretary's endorsement No. 3260 of 18th August last, with enclosures, relating to the discovery of a species of limestone by Mr. Campbell, assistant commissioner at the Burpettah sub-division, in utilizing which the public works department in Assam might be able to assist, the undersigned is directed to state that a copy of the papers received with the above endorsement has been forwarded to the commissioner in that department, and to suggest that, in giving leases for lime, &c., some reservation should be made in favor of Government.

From A. C. CAMPBELL, Esq., Assistant Commissioner of Burpettah, to the Deputy Commissioner of Kamroop—(No. 215, dated Burpettah, the 6th March 1871.)

WITH reference to the correspondence marginally noted, I have now the honor to submit a further report on the discovery of lime deposits in mouzah Champagoorie.

This office letter to the deputy commissioner Kamroop No. dated 19th March 1871.

Government letter to the commissioner of Assam No. 3259 dated 18th August 1870 and superintendent of geological survey of India's letter to the secretary to the Government of Bengal, No. 825 dated 8th August 1870.

specimens were first found. The results, although comparatively satisfactory, yet tend to

In compliance with a demi-official request made to me by the executive engineer, Lower Assam division, I caused experimental excavation to be made at the localities where the lime

show that the original opinion entertained of these deposits occurring in continuous strata is incorrect, and that the theory of their formation given in the report of the Government geologist is quite accurate.

3. About 3,000 maunds of stone have been quarried from along the banks of a dry nullah. The depth of the excavations in no place exceeds six or eight feet; the deposits were of irregular thickness. In some places they had formed rocks of considerable size, whilst in other parts they merely covered the banks to the depth of a few inches. The extent of ground from which the above 3,000 maunds of stone were extracted is about 150 or 200 yards in length along the banks of the nullah above described.

4. The cost of extraction of the stone, and conveyance of about half of it to the banks of a river from where water conveyance to Burpettah and Gawalparah is available in the rains, is under Rs. 200. The transit charges to Gawalparah are not likely, in my opinion, to exceed Rs. 15 per 100 maunds, which, with the expenditure already incurred, will cause the total cost of the stone delivered at a marketable locality to be about Rs. 25 the 100 maunds. Considering the rates which now obtain for lime-stone elsewhere, the above results appear favorable, and show that if the stone can be found in sufficient quantities, it can be quarried so as to prove remunerative.

5. In the immediate neighbourhood of the experimental excavations above twenty more spots have been discovered where these deposits exist; but of course until they are worked it is impossible to say to what extent and depth of thickness the stone has formed. Some of these places are on perfectly level ground, but I am inclined to think that they may have at one time formed the margin of rivulets, the beds of which have been filled up by the deposit of silt.

6. About ten miles from the experimental workings I visited the bed of a mountain stream called the Ogrong, and found that lime-stone deposits of the same kind as that now under consideration exist on both banks to a very great extent. Judging from the exposed portions of rocks only, I would estimate that the supply is as abundant as could be desired. The water of this stream, and of the springs falling into it, is so strongly impregnated with lime, that in places from which the water has recently receded some of the dry boulders are covered with a thick white crust, which, on trial with vinegar, I found to be almost pure lime. In some parts along the course of the stream tufa may be seen in process of formation; this is discernible most conspicuously at places where smaller streams or springs fall into the main one by precipitous descent. The line of the fall is marked by a broad white pathway caused by the adherence of lime to the rocks over which the water passes. The accretions are thicker at the bottom than at the top, and vary in denseness according to the lime they have been forming. In some parts of the banks these accretions have increased so as to cause landslips by over-weighting the bank, and I observed large masses of lime tufa which had been evidently dislodged from the positions where they had formed and were lying in the bed of the river.

7. Notwithstanding the strong impregnation of lime in the water of this stream, it does not seem injurious to animal life. When I visited the spot, a colony of Bhureas were encamped on the banks, along which were picketed about eight hundred or a thousand head of a magnificent cattle which had been brought from the interior for the luxuriant pasturage obtained on the slopes of the lower hills. The only water used was that obtained from this stream, and it did not seem to have disagreed with either man or beast.

8. The result of my explorations may be summed up as showing that the discovery of lime in Champagoorie is less valuable than what I supposed it to be prior to the receipt of the report of the Government geologist. His account of the origin of the formation, as already stated, is quite accurate. Although the lime tufa in the immediate vicinity of the spot where it was first discovered is by no means exhausted by the excavations which have been made, yet the supply is limited. The fresh deposits which I have discovered appear at present most extensive, but it remains to be seen whether they can be worked to an advantage. The expense of carriage is the chief outlay, and, in the absence of roads and wheeled conveyance, would materially affect results. As the same formation of country as that noticed in Champagoorie continues all along the base of the hills to the Monass, I have every reason to believe that abundance of lime tufa exists in that direction, and if it could be found in proximity to water conveyance, there can be no doubt that it would well repay working.

From R. H. WILSON, Esq., Officiating Under-Secretary to the Government of Bengal, to the Officiating Commissioner of Assam,—(No. 1152, dated Fort William, the 29th March 1871.)

I am directed to acknowledge the receipt of your memorandum No. 36 dated the 13th instant, with its enclosures, submitting a further report from the assistant commissioner of Burpettah on the discovery of lime deposits in mouzah Champagoorie.

2. The Lieutenant-Governor desires that his thanks may be conveyed to Mr Campbell for his report. The entire correspondence on the subject will be published in the gazette.

3. In compliance with the request contained in paragraph 2 of your memorandum, I am directed to forward herewith twelve printed copies of the correspondence.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for Week ended 18th March 1871 on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.			Weight carried	Receipts.			
		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.		£ s. d.
Total traffic for the week	115,241½	1,73,793 7 2	15,031	1 4	626,374 10	3,78,840 11 3	34,727	1 3	50,658 2 7
Or per mile of railway		135 13 5	12	9 0		296 1 5	27	2 10	39 11 10
For previous 10 weeks of half-year	1,043,619½	15,80,109 5 6	145,393	7 2	6,530,504 0	38,70,814 5 3	354,834	12 11	500,218 0 1
Total for 11 weeks ..	1,158,861	17,59,902 12 8	161,324	8 6	7,156,878 10	42,49,655 0 6	389,551	14 2	550,876 2 8
COMPARISON.									
Total for corresponding week of previous year	95,817½	1,55,479 5 4	14,252	5 6	756,355 20	3,90,416 10 2½	35,788	3 10	50,040 9 4
Per mile of railway corresponding week of previous year	...	137 7 6	12	12 1	.	345 3 2	31	12 10	44 4 11
Total to corresponding date of previous year	1,344,081½	24,23,000 1 7	222,108	7 0	8,160,875 10	44,02,035 3 6½	411,852	7 9	636,900 14 9

* Rs. 1,377-13-6 added on account of freight of locomotive coal carried on Jubbulpore line.

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for Week ended 18th March 1871 on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	3,564	11,005 6 11	1,063 16 7	61,711 0	20,782 10 9	1,905 1 7	2,968 18 2
Or per mile of railway		52 0 8	4 15 5		93 3 2	8 10 10	13 6 3
For previous 10 weeks of half-year	50,308½	1,78,738 15 7	16,384 8 0	543,504 30	1,61,392 11 6	14,794 6 8	21,178 14 8
Total for 11 weeks	53,872½	1,90,344 5 6	17,448 4 7	605,309 30	1,82,175 6 3	16,099 8 3	24,147 12 10
COMPARISON.							
Total for corresponding week of previous year	3,446½	11,325 3 0	1,038 2 10	53,603 20	14,917 3 9	1,367 8 3	2,405 11 1
Per mile of railway corresponding week of previous year	...	50 12 7	4 13 1	...	66 14 3	6 2 8	10 15 9
Total to corresponding date of previous year	64,753	2,22,605 4 8	20,412 16 5	567,386 10	1,47,741 2 8	13,548 18 9	23,955 15 2

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for Week ended 18th March 1871 on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	41,131	25,030 1 6	2,111 18 4	143,853 4	30,665 12 2	2,811 0 7	4,922 18 11
Or per mile of railway	263	147 3 5	13 9 11	919 0	195 15 1	17 19 3	31 9 2
For previous 10 weeks of half-year	361,196½	1,84,355 2 9	16,899 4 8	1,074,227 1	2,31,911 11 11	21,258 11 4	36,187 16 0
Total for 11 weeks	344,327½	2,07,385 4 3	19,011 3 0	1,218,080 5	2,62,577 8 1	24,069 11 11	43,080 14 11
COMPARISON.							
Total for corresponding week of previous year	30,497½	17,129 7 0	1,570 4 0	120,120 27½	20,794 4 11	1,906 2 10	3,476 6 10
Per mile of railway corresponding week of previous year	269	151 4 1	13 17 4	1,114 0	183 9 10	16 16 7	30 13 11
Total to corresponding date of previous year	369,447	2,00,768 9 3½	18,408 15 11	1,215,444 29½	1,89,012 15 2½	17,326 3 7	35,729 19 6

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 18th March 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	7,778	1,224 6 9	122 8 10	19,540 20	580 9 0	58 19 1	181 7 11
Or per mile of railway	277	43 11 8	4 7 6	699 12	21 0 11	2 2 1	6 9 7
For previous 24 weeks of half year	161,838	54,789 11 0	2,475 19 5	270,286 24	8,777 5 0	877 14 9	2,356 14 2
Total for 25 weeks	169,616	56,014 1 9	2,601 8 3	289,827 8	9,356 14 0	936 13 10	2,364 2 1
COMPARISON.							
Total for corresponding week of previous year	5,241½	1,036 15 9	95 1 2	13,402 0	480 5 9	44 0 7	139 1 9
Per mile of railway, corresponding week of previous year	187	37 0 7	3 7 11	479 0	17 2 6	1 11 5	4 19 4
Total to corresponding date of previous year	118,466½	22,799 6 9	2,080 18 10	215,041 20	10,770 9 2	967 8 2	2,077 5 0

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 25th March 1871, on 1,279½ miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.			Total Traffic Receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.		
		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	123,971	1,02,630 11 7	17,057 16 3	625,443 30	3,86,675 8 3	35,445 5 2	53,103 1 5
Or per mile of railway		150 8 10	13 16 0		303 3 4	27 14 1	41 10 1
For previous 11 weeks of half year	1,158,861	17,50,902 12 8	161,324 8 6	7,150,878 10	42,40,655 0 6	399,551 14 2	550,870 2 8
Total for 12 weeks ...	1,282,832	19,52,633 8 3	178,082 4 9	7,782,322 0	46,36,330 8 9	424,906 19 4	603,979 4 1
COMPARISON.							
Total for corresponding week of previous year	108,730½	1,80,465 9 0	16,542 13 7	735,065 10	3,60,746 6 9	33,008 8 5	49,611 2 0
Per mile of railway, corresponding week of previous year	.. ..	159 9 0	14 12 7	.. ..	318 15 5	29 4 9	43 17 4
Total to corresponding date of previous year	1,454,412	26,03,495 10 7	238,651 0 7	8,896,940 20	48,53,681 10 3½	444,920 16 2	683,571 16 9

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 25th March 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,375	11,703 14 1	1,081 2 2	56,903 10	17,106 1 3	1,503 4 9	2,649 6 11
Or per mile of railway	52 14 2		4 16 11		76 11 6	7 0 8	11 17 7
For previous 11 weeks of half year	53,872½	1,90,314 5 6	17,448 1 7	603,300 30	1,82,175 6 3	16,099 8 3	34,147 12 10
Total for 12 weeks ...	57,247½	2,02,138 3 7	18,529 6 9	662,113 0	1,99,284 7 6	18,267 13 0	36,796 19 9
COMPARISON.							
Total for corresponding week of previous year	3,668½	11,133 1 9	1,020 10 9	24,795 20	8,869 13 1	813 1 4	1,833 12 1
Per mile of railway, corresponding week of previous year	..	49 14 9	4 11 6	..	39 12 5	3 12 11	8 4 9
Total to corresponding date of previous year	68,421½	2,33,818 6 5	21,433 7 2	532,182 0	1,50,610 15 9	14,356 0 1	35,760 7 3

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 25th March 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	33,640½	26,053 8 9	2,388 4 10	174,788 36	34,119 15 9½	3,127 13 4	5,515 18 2
Or per mile of railway	215	166 7 7	15 5 2	1,117 0	219 0 4	19 19 9	35 6 11
For previous 11 weeks of half year	344,327½	2,07,391 1 3	19,011 3 0	1,218,080 5	2,62,577 8 1	24,049 11 11	43,080 14 11
Total for 12 weeks ...	377,968	2,33,447 13 0	21,399 7 10	1,392,869 1	2,96,697 7 10½	27,197 5 3	48,596 13 1
COMPARISON.							
Total for corresponding week of previous year	25,604½	14,325 13 9	1,313 4 0	127,093 11	21,261 7 10	1,948 10 5	3,862 3 5
Per mile of railway, corresponding week of previous year	220	126 7 11	11 11 11	1,128 0	187 11 10	17 4 2	29 16 1
Total to corresponding date of previous year	335,056½	2,15,001 6 0½	19,716 19 11	1,343,138 0½	2,10,274 7 0½	19,275 3 0	38,992 2 11

CALCUTTA AND SOUTH EASTERN STATE RAILWAY.

Approximate Return of Traffic for Week ended 25th March 1871 on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	7,062½	1,118 11 3	111 17 5	18,701 0	610 5 0	61 0 7	175 18 0
Or per mile of railway	252	39 15 3	3 19 11	633 2½	22 11 0	2 5 4	6 5 3
For previous 25 weeks of half-year	108,816	86,011 1 9	2,601 8 3	299,867 8	9,346 11 0	936 13 10	3,538 2 1
Total for 26 weeks ...	175,878½	87,132 13 0	2,713 5 8	318,568 8	1,0,007 3 0	1,000 14 5	3,714 0 1
COMPARISON.							
Total for corresponding week of previous year	5,277½	1,079 13 3	98 19 8	12,002 0	1,387 14 6	127 4 6	224 1 0
Per mile of railway corresponding week of previous year	188	38 8 11	3 10 8	429 0	49 9 1	4 10 11	8 1 7
Total to corresponding date of previous year	123,744	23,870 4 0	2,188 18 6	227,043 20	12,158 7 8	1,111 10 8	3,309 9 2

Meteorological Telegraphic Report for the period 26th March to 1st April 1871.

STATIONS	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	March.											
	26th	10	29.858	29.876	86.3	71.0	56	S W	...	...	C	
	18		29.760	29.778	97.7	71.5	22	W	...	...	...	b
	27th	10	29.829	29.847	83.5	74.5	78	S W	...	...	...	b
	18		29.779	29.797	91.9	75.0	43	S S E	...	...	CK	
	28th	10	29.912	29.930	85.5	77.8	70	E S E	...	...	...	b
	18		29.774	29.792	91.8	77.8	46	S by W	...	...	...	b
	20th	10	29.896	29.914	85.5	74.0	66	S S E	...	...	...	b
	16		29.761	29.779	92.0	76.0	45	S S W	...	...	CK, S	
	30th	10	29.840	29.858	87.0	79.7	72	S S W	...	...	...	b
SAROB ISLAND.	18		29.853	29.871	97.0	78.5	35	S	...	...	...	b
	31st	10	29.819	29.837	87.0	79.5	70	S	...	...	...	b
	April.	18	29.872	29.890	84.8	82.5	56	S by W	...	...	C	
	1st	10	29.851	29.869	84.3	80.0	74	N E	...	...	C, CS	
	18		29.717	29.735	94.0	82.4	59	S by E	...	...	CS	
	March.											
	26th	10	29.809	29.815	86	81	79	S W	9.4*	...	...	m
	18		29.812	29.818	88	83	80	S	10.3*	...	C	m
	27th	10	29.840	29.846	85	81	83	S W	12.1*	...	N	m
	18		29.805	29.811	84	81	87	S E	9.7*	...	N	e, m
CHITTAGONG.	28th	10	29.839	29.839	87	81	76	W	9.9*	...	C	m
	18		29.797	29.803	84	81	72	S S E	9.7*	...	...	m
	29th	10	29.918	29.924	88	80	75	S S W	7.3*	...	K	m
	16		29.784	29.800	86	81	79	S	11.3*	...	K	m
	30th	10	29.854	29.854	85	81	83	S S W	13.9*	...	...	m
	18		29.702	29.708	87	83	83	S S E	12.1*	...	...	m
	31st	10	29.840	29.846	87	81	74	S	15.4*	...	...	m
	April.	18	29.707	29.707	87	82	79	S	13.0*	...	C, S	m
	1st	10	29.834	29.840	86	82	83	S	16.0*	...	...	m, acuda.
	18		29.744	29.750	87	82	79	E S E	15.1*	...	...	m, acuda.
MADRAS.	March.											
	26th	10	29.828	29.837	80	73	41	S S W	5.7*	...	...	b, m
	18		29.756	29.806	88	78	02	S W	14.1*	...	...	b, m
	27th	10	29.805	29.805	80	79	77	S W	5.4*	...	K	b, m
	18		29.712	29.752	81	78	75	S W	8.3*	...	KS, K	b, m
	28th	10	29.888	29.898	88	81	79	W S W	3.3*	...	K, KS	b, m
	18		29.736	29.845	80	81	69	S S W	7.8*	...	...	b, m
	29th	10	29.843	29.863	87	80	72	S	4.7	...	K	b, m
	18		29.719	29.829	85	79	75	S W	9.1*	...	CK	b, m
	30th	10	29.840	29.850	88	79	65	S E	6.5*	...	...	b, m
CUTTACK.	18		29.806	29.806	87	80	72	S W	18.4*	...	...	b, m, q
	31st	10	29.813	29.823	87	79	68	S	7.4*	...	...	b, m, q
	April.	18	29.846	29.795	87	80	72	S W	16.9*	...	...	b, m
	1st	10	29.830	29.810	87	79	69	S S W	7.8*	...	K	b, m
	18		29.736	29.847	86	76	64	W S W	11.9*	...	K	b, m
	March.											
	26th	10	29.971	29.901	87	70	58	S S E	8*	...	...	b
	18		29.947	29.877	87	70	54	E by S	12*	...	...	m
	27th	10	29.954	29.924	86	75	57	S E	8*	...	...	b, m
	18		29.889	29.909	86	78	63	E S E	11*	...	...	b, m
AYRAB.	28th	10	29.965	29.995	84	77	58	E S E	11*	...	...	b, m
	18		29.832	29.862	86	77	61	E S E	14*	...	...	b, m
	29th	10	29.966	29.996	83	77	56	F S E	11*	...	...	b, m
	18		29.830	29.860	87	77	61	E S E	11*	...	...	b, m
	30th	10	29.984	29.910	87	77	61	E S E	10*	...	...	b, m
	18		29.862	29.892	85	77	68	E	12*	...	...	b, m
	31st	10	29.918	29.978	86	75	57	E S E	8*	...	...	b, m
	18		29.828	29.858	87	76	54	E	10*	...	...	b, m
	April.	18	29.934	29.904	87	77	61	S E	9*	...	...	b, m
	1st	10	29.801	29.831	87	76	58	E S E	13*	...	...	b
CUTTACK.	March.											
	25th	10	29.927	29.908	83	73	60	S	...	...	...	Fair.
	18		29.695	29.776	93	72	32	S S E	...	...	...	Fair.
	26th	10	29.780	29.862	87	76	58	S	...	...	...	Fair.
	18		29.708	29.789	82	72	34	S S W	...	...	N	l, t, r,
	27th	10	29.878	29.900	86	83	87	F S E	...	...	...	o
	18		29.728	29.810	88	78	62	S S E	...	...	CK N,	Fair.
	28th	10	29.817	29.890	84	74	75	N W	...	...	...	Fair.
	18		29.706	29.788	89	70	35	S W	...	...	C	b
	29th	10	29.857	29.839	84	73	66	S W	...	...	K, C	Fair.
AYRAB.	18		29.700	29.781	90	74	44	S E	...	...	...	Fair.
	30th	10	29.816	29.897	85	74	57	W	...	...	...	Fair.
	18		29.650	29.731	90	68	18	W S W	...	...	...	Fair.
	31st	10	29.773	29.855	86	75	57	S W	...	...	...	Fair.
	April.	18	29.045	29.726	92	75	47	S S E	...	...	...	Fair.
	1st	10	29.711	29.793	86	79	72	S	...	...	...	Fair.
	18		29.908	29.749	91	79	56	S E	...	...	...	Fair.
	March.											
	26th	10	29.873	29.938	78	70	60	E S E	1	...	C	b
	18		29.825	29.810	85	76	64	W	1	...	...	b
27th	10	29.858	29.973	80	76	82	S E	1	...	C	b	
18		29.815	29.830	80	74	74	W	1	...	...	b	
28th	10	29.925	29.950	77	75	90	S E	1	...	C	b	
18		29.835	29.850	85	78	71	N W	1	...	C	b	
29th	10	29.960	29.975	83	78	78	K	1	...	...	b	
18		29.778	29.803	85	79	75	W N W	1	...	C	b	
30th	10	29.933	29.949	83	78	78	S S E	1	...	K	...	
18		29.763	29.778	86	79	72	W S W	1	...	...	b	
31st	10	29.905	29.920	81	77	82	S S E	1	...	K	b	
April.	18	29.773	29.788	86	80	75	W S W	1	...	...	b	
1st	10	29.933	29.943	82	74	82	W S W	1	...	K	b	
18		29.816	29.820	85	79	75	W N W	1	...	...	b	

* Velocity of wind in miles per hour.

CALCUTTA,
The 1st April 1871.FANINDRA MOHUN BOSU,
In charge of the Office of Meteorological Reporter to the
Government of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISION.	Stations.	Rainfall from 13th to 19th March 1871	Rainfall from 20th to 26th March 1871.	RAIN FROM 1ST JANUARY 1871		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	Nil	Nil	0.70	26th Mar. 1871.	
	{ Jail ...	ditto	0.12	0.90	ditto.	
	False Point ...	Not received	Not received	3.45	5th Mar. 1871	
	Jagipore ...	Nil	ditto	0.50	19th Mar. 1871	
	Kendraparah ...	ditto	ditto	1.10	ditto	
	Jugutsingapore ...	ditto	ditto	5.40	ditto	
	Sambulpore ...	ditto	Nil	1.05	26th Mar. 1871.	
	Belasore ...	ditto	ditto	1.48	ditto.	
CHOTA NAGPORE.	Bhuddruck ...	Not received	Not received	0.27	26th Feb. 1871.	
	Poorce ...	Nil	ditto	2.44	10th Mar. 1871	
	Khoordah ...	ditto	ditto	1.00	ditto.	
	Hazareebaugh ...	ditto	Nil	1.08	26th Mar. 1871.	
	Burhee ...	ditto	Not received	0.66	19th Mar. 1871.	
	Pachamba ...	ditto	Nil	1.11	26th Mar. 1871.	
	Ranhee ...	ditto	ditto	2.13	ditto.	
	Palamow ...	ditto	Not received	0.61	19th Mar. 1871	
PATNA.	Patna ...	ditto	ditto	2.38	26th Mar. 1871	
	Chyebassa ...	ditto	ditto	3.13	ditto	
	Patna ...	ditto	ditto	0.09	ditto.	
	Behar ...	ditto	ditto	0.64	ditto.	
	Barh ...	ditto	ditto	0.97	ditto.	
	Dinapore ...	ditto	ditto	0.02	ditto.	
	Gya ...	ditto	ditto	0.32	ditto.	
	Sherghotty ...	ditto	ditto	0.16	26th Feb. 1871	
BHAGULPORE.	Nowadah ...	ditto	ditto	1.09	5th Mar. 1871.	
	Arungabad ...	ditto	ditto	0.43	26th Mar. 1871	Not received 23rd Jan. to 5th Feb. and 20th to 26th Feb.
	Chumparua ...	ditto	Not received	0.18	19th Mar. 1871	
	Chudra ...	ditto	Nil	Nil	26th Mar. 1871	
	Sewan ...	ditto	ditto	1.04	ditto	Not received 13th to 19th Feb.
	Mozufferpore ...	ditto	Not received	0.60	19th Mar. 1871	
	Duibaugh ...	ditto	Nil	0.43	26th Mar. 1871	Not received 30th Jan. to 5th Feb.
	Seelamaroo ...	ditto	ditto	3.75	ditto	Not received 18th to 23rd Jan. Not received 6th to 19th March.
RAJSHAHY.	Tajpore ...	Not received	ditto	0.23	ditto	
	Arrah ...	Nil	ditto	0.09	ditto.	
	Buxar ...	ditto	ditto	0.23	ditto.	
	Sasaram ...	Not received	Not received	Nil	19th Feb. 1871.	
	Bhubhooh ...	Nil	ditto	0.43	19th Mar. 1871	
	Benares ...	ditto	ditto	0.75	ditto.	
	Bhaugulpore ...	ditto	Nil	0.05	26th Mar. 1871.	
	Mudheypoorah ...	ditto	ditto	1.83	ditto.	
BARDWAN.	Banka ...	ditto	ditto	1.35	ditto	Not received 13th to 19th Feb.
	Monghyr ...	ditto	ditto	0.16	ditto.	
	Jamouie ...	ditto	ditto	1.74	ditto	Not received 30th Jan. to 5th Feb.
	Begoesari ...	ditto	ditto	0.40	ditto	Not received 30th Jan. to 5th Feb. and 20th to 26th February.
	Deoghur ...	ditto	ditto	0.02	ditto	
	Jamtara ...	ditto	ditto	3.00	ditto	From 13th Feb.
	Rajmahal ...	ditto	Not received	2.20	19th Mar. 1871	From 12th Feb.
	Purneah ...	ditto	Nil	0.78	26th Mar. 1871.	
PRESIDENCY.	Rampore Beaulah ...	ditto	ditto	0.91	ditto.	
	Nattore ...	ditto	ditto	0.86	ditto.	
	Bograh ...	ditto	ditto	Nil	ditto	Not received 27th Feb. to 5th Mar.
	Dinapore ...	ditto	ditto	4.00	ditto	
	Malah ...	ditto	ditto	1.03	ditto.	
	Berhampore ...	ditto	ditto	1.30	ditto.	
	Jungipore ...	ditto	ditto	1.09	ditto.	
	Lalbagh ...	ditto	ditto	1.08	ditto	From 16th Jan
BARDWAN.	Pubna ...	ditto	ditto	2.49	ditto	
	Coomercolly ...	ditto	ditto	3.61	ditto.	
	Serajunge ...	ditto	ditto	1.70	ditto.	
	Rungpore ...	ditto	ditto	2.30	ditto.	
	Bhowanigunge ...	ditto	ditto	3.21	ditto	From 22nd Jan.
	Titalya ...	ditto	ditto	3.22	ditto.	
	Bardwan ...	ditto	ditto	2.80	ditto.	
	Cutwa ...	ditto	Not received	3.77	19th Mar. 1871.	
BARDWAN.	Culina ...	ditto	Nil	2.82	26th Mar. 1871	Not received 4th and 5th March.
	Bood-Bood ...	ditto	ditto	3.64	ditto.	
	Bancoorah ...	ditto	ditto	3.76	ditto	
	Raneegunge ...	ditto	ditto	2.38	ditto.	
	Sooree ...	ditto	ditto	2.25	ditto.	
	Hooghly ...	ditto	ditto	3.13	ditto.	
	Seraipore ...	Not received	ditto	Nil	ditto	From 30th Mar.
	Howrah ...	Nil	ditto	6.40	ditto.	
BARDWAN.	Midnapore ...	ditto	ditto	7.19	ditto	
	Contai ...	ditto	ditto	1.84	ditto.	
	Gurhetta ...	ditto	ditto	3.74	ditto	Not received 9th Jan. to 5th Feb
	Tumlook ...	ditto	ditto	12.88	ditto	Not received 16th to 29th Jan. and 6th to 12th Feb
PRESIDENCY.	Kishnaghur ...	ditto	ditto	3.16	ditto.	
	Bongong ...	ditto	ditto	0.75	ditto	
	Ranaghat ...	ditto	ditto	2.63	ditto.	Not received 13th to 20th Feb.
	Moharpore ...	ditto	ditto	3.60	ditto.	
	Choudangah ...	ditto	ditto	3.40	ditto.	
	Kooshleah ...	ditto	ditto	4.08	ditto.	
	Jessore ...	ditto	ditto	6.11	ditto.	
	Khoolneah ...	ditto	ditto	0.31	ditto	From 16th Feb.
PRESIDENCY.	Jenadah ...	Not received	Not received	0.63	12th Mar. 1871	From 6th March.

Divisions.	Stations.	Rainfall from 13th to 18th Mar. 1871.	Rainfall from 20th to 24th Mar. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENT — (Continued)	Saugor Island	Nil	Nil	3.40	28th Mar. 1871.	
	Calcutta	ditto	ditto	6.16	ditto.	
	Alipore { Jail	ditto	ditto	5.33	ditto.	
	Alipore { Hospital	ditto	ditto	5.24	ditto.	
	Barrackpore	ditto	ditto	6.43	ditto.	
	Dum Dum	ditto	ditto	6.38	ditto.	
	Barnet	ditto	ditto	5.79	ditto.	
	Satkhora	ditto	ditto	7.81	ditto.	
	Busseerhaut	ditto	ditto	5.59	ditto.	
	Diamond Harbour	ditto	ditto	7.38	ditto.	
Dacca.	Barrickpore	ditto	ditto	8.04	ditto.	
	Dacca { Telegraph Office	ditto	Not received	5.72	10th Mar. 1871	
	Dacca { Jail	ditto	Nil	3.70	20th Mar. 1871	
	Burrahanul	ditto	ditto	4.11	ditto.	
	Dowlat Khan	ditto	Not received	1.91	10th Mar. 1871	
	Persepore	ditto	Nil	4.11	26th Mar. 1871	
	Madaripore	ditto	ditto	4.13	ditto.	
	Kurriedpore	ditto	ditto	4.30	ditto.	
	Mymensing	ditto	ditto	2.05	ditto.	
	Jamalpore	ditto	ditto	0.11	ditto.	
	Atteah	ditto	ditto	8.06	ditto.	
	Kishorgunge	ditto	ditto	2.14	ditto.	
	Sylhet	ditto	ditto	0.25	ditto.	
CHITTAGONG.	Cacher	0.60	0.17	5.19	ditto.	
	Hylakandy	Not received	Not received	3.14	5th Mar. 1871	From 13th Feb.
	Kojah	0.11	ditto	2.17	19th Mar. 1871	
	Chittagong { Telegraph Office	0.60	Nil	4.00	20th Mar. 1871.	
	Chittagong { Jail	0.65	ditto	4.10	ditto.	
	Cox's Bazar	Not received	Not received	5.01	12th Mar. 1871	
	Rangamaton Hill	ditto	ditto	0.01	26th Feb. 1871.	
	Noakhally	Nil	Nil	3.93	20th Mar. 1871.	
	Tipperah	0.16	ditto	2.10	ditto.	
	Brahmanbariah	Nil	Not received	2.07	10th Mar. 1871.	
CROCK BHAH.	Akyab	ditto	Nil	0.80	26th Mar. 1871	
	Buxa	ditto	Not received	3.30	10th Mar. 1871	
	Gowalnarah	Not received	ditto	4.03	12th Mar. 1871	
	Dhobree	Nil	ditto	Nil	10th Mar. 1871	Not recorded 27th Feb. to 6th March.
	Toora (Garo Hills)	ditto	ditto	3.74	ditto.	
	Dargeeling { Telegraph Office	Not received	ditto	0.17	15th Feb. 1871	
	Dargeeling { Jail	Nil	Nil	2.12	20th Mar. 1871	
	Rungbee	Not received	Not received	1.20	28th Feb. 1871.	
	Falacottah	Nil	ditto	2.38	10th Mar. 1871	
	Julpigorie	ditto	Nil	4.11	26th Mar. 1871.	
ARUN.	Hoda	ditto	ditto	1.16	ditto	Not received 30th Jan. to 12th Feb.
	Tezporo	0.18	Not received	2.03	10th Mar. 1871.	
	Nowgong	Nil	ditto	0.42	ditto	
	Munglodye	0.03	ditto	2.87	ditto	Not received 9th to 15th Jan. and 20th Feb. to 5th March.
	Burpettah	Nil	ditto	2.80	ditto	From 30th Jan.
	Gowhatly	Not received	ditto	0.20	12th Mar. 1871	Not received 13th to 19th Feb.
	Sechuangor	1.16	ditto	0.93	10th Mar. 1871.	
	Jorehaut	0.28	ditto	2.77	ditto	From 27th Feb
	Golaghat	0.57	ditto	3.21	ditto	Not received 23rd to 29th Jan.
	Nazocrah	0.61	ditto	5.27	ditto.	
ARUN.	Debrooghur	1.01	ditto	7.66	ditto.	
	Suddya	0.06	ditto	0.25	ditto	ditto ditto.
	Shillong	Nil	ditto	0.07	ditto.	
	Chorrapoonjee	ditto	0.11	5.87	26th Mar. 1871.	From 18th Feb
	Jowai	ditto	Not received	5.15	19th Mar. 1871.	Not received 6th to 12th Feb.
	Bamngouding	ditto	ditto	1.50	ditto	Not received 6th to 12th March.

PANINDIA MOHAN BASU,

In charge of the Office of Meteorological Reporter to the Govt. of Bengal.

CALCUTTA

The 1st April 1871.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 22nd to 31st March 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			B	Miles.	In.		
March ...	22nd	29.837	94.0	74.5	143.8	83.4	75.9	70.6	0.68	S by W & W S W	...	117.8	...	...	Clear. Slightly foggy at 4 & 5 A.M.
	23rd	864	95.0	75.5	148.8	83.5	73.1	65.8	.57	S S W & W by S	...	120.6	...	...	Clear. Foggy from 4 to 8 A.M.
	24th	818	96.0	73.8	148.0	83.8	74.2	67.5	.59	S W & S by W	...	109.7	...	...	Clear and cirri.
	25th	776	95.0	77.0	143.0	84.1	77.7	73.2	.71	S S W, S & S S E	...	930.5	...	...	Ditto.
	26th	797	97.7	76.5	145.0	84.9	74.6	67.4	.57	S by E, S W & W	...	180.4	...	...	Ditto.
	27th	849	92.4	76.5	141.0	83.4	77.5	73.4	.73	S S W, S S E & S	...	111.4	...	...	Clear, cirro-cumuli and stratus. Foggy at 6 A.M. Lightning and drizzled at 10½ P.M.
	28th	832	94.0	79.3	143.0	85.2	77.8	72.6	.67	S by W	...	111.4	...	...	Stratus, clear, and cirro-cumuli.
	29th	818	92.2	76.0	140.0	83.5	75.1	69.2	.63	S & S by W	...	195.4	...	...	Cirro-cumuli and clear.
	30th	761	97.2	76.5	148.0	84.9	77.8	72.8	.68	S by W & S	...	165.1	...	...	Clear and cirri.
	31st	750	95.5	77.7	146.8	85.1	79.3	76.2	.73	S S E & S	...	229.0	...	...	Ditto.

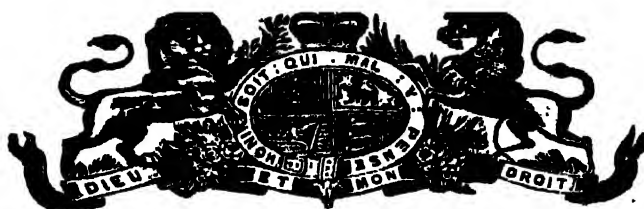
The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column ten represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past ten days	...	23.9
The max. temperature during the past ten days	...	97.7
The max. temperature during the corresponding period of the past year	...	101.2
The mean humidity during the past ten days	...	0.65
The mean humidity during the corresponding period of the past year	...	0.55
		Inches.
The total fall of rain from 22nd to 31st	{ by lower rain gauge	...
	{ by anemometer gauge	...
Ditto	average of seventeen previous years	...
Ditto	between the 1st January and the 31st March	...
Ditto	ditto ditto, average of 17 years	...

The 3rd April 1871.

GOPERNATH SEN,
In charge of the Observatory.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, APRIL 12, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, the 1st April 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGL, *presiding.*

T. H. COWIE, Esq.,
THE HON'BLE ASHLEY EDEN,
A. R. THOMPSON, Esq.,
V. H. SCHALCH, Esq.,
T. M. ROBINSON, Esq.,

F. F. WYMAN, Esq.,
RAJAH JOTEENDRO MOHUN TAGORE, BAHADOOR,
T. H. WORDIE, Esq.,
AND
BABOO DIGUMBER MITTER.

CALCUTTA PORT IMPROVEMENT.

MR. SCHALCH moved for leave to bring in a Bill to amend the Calcutta Port Improvement Act, 1870. He said the reason for the motion now made was this. By the existing Act nine persons must be appointed to be Commissioners; and although at present nine Commissioners had been appointed, and the work had been performed by them, it was now proposed that the charge of the port should be made over to the Commissioners, and it was considered most desirable that the Master Attendant should be made one of the members of the Commission, so that the Commission might receive the benefit of his long experience and advice. At the same time the Government were not desirous of losing the services of the members now on the Commission; and it would also be necessary to increase the number of Commissioners very slightly, so as to represent interests not now represented in the Commission. For these reasons it was proposed to give power to increase the number of the Commissioners from nine to twelve. The Commissioners themselves whom he had consulted, with the exception of one, had agreed in the expediency of the measure. They thought it desirable that the Master Attendant should become a member of the Commission, and that their number should be increased, so that they might avail themselves of the power to appoint sub-committees to do a good portion of the extra work which would devolve upon them when the management of the affairs of the port should be entrusted to them, and which would press rather heavily upon them, considering that most of them had their own separate occupations. It was therefore proposed that the Government should have power to nominate not less than nine, and not more than twelve persons, to be members of the Commission.

Advantage had been taken of the opportunity to remedy an inconvenience that had arisen under the wording of the Act. By the sixty-second section of the present Act it was provided that when a jetty was declared to be ready for receiving, landing, and shipping goods, notice would be issued to that effect, and the Commissioners could then call upon the Master Attendant to compel the masters of ships to take their vessels there for the purpose of being laden and unladen. In nearly all the jetties now ready there were cranes and other appliances for loading and unloading ships; but it was found most convenient that they should be employed

only for unloading, because there were greater risks of injuring goods in landing than in loading. But the loading of a ship occupied a considerable period of time, and could be almost as conveniently done from cargo boats as from the jetties. It was proposed to allot some of the jetties for the purpose of loading vessels, and to keep the others solely for the landing of goods. The Commissioners therefore thought it necessary to have the power to direct a ship after being unladen at a jetty to be removed to some other jetty or place to be laden. But under the present wording of the law the master or owner of a ship might insist upon its being loaded at the place where it was unloaded, and thus monopolize the jetty to the prejudice of other ships, and thus cause inconvenience to the port. The object of the second section of the Bill was to remedy this inconvenience.

With these few words of explanation he begged to move for leave to bring in the Bill.

The motion was agreed to.

MR. SCHALCH then said that as the charge of the port would be almost immediately made over to the Commissioners, he thought it was very expedient that the Bill should be proceeded with as soon as possible. He believed that the alterations proposed were not very material, and would not require much discussion and consideration. He therefore applied to the President to suspend the rules for the conduct of business to enable him to proceed with the Bill.

THE PRESIDENT having declared the rules suspended—

MR. SCHALCH moved that the Bill be read in Council.

The motion was agreed to.

On the motion of MR. SCHALCH the Council then proceeded to the settlement of the clauses of the Bill.

Section 1 was agreed to.

Section 2 was as follows :—

“ In the sixty-second section of the said Act, the words “ or for landing or for shipping ” shall be inserted after the words “ landing and shipping ” wherever the same words occur in the said section ; and the same section shall be read and construed as if the words hereby directed to be inserted therein had been originally therein inserted.”

MR. SCHALCH said that before this section was*passed, he would explain that it was proposed by it to give the power of requiring a vessel to be removed from any jetty after it had been unladen. Of course it would be borne in mind that the ship would be liable to serious accident if it was removed after it had been unladen without any cargo or ballast, and no order for her removal would be made until she had sufficient portion of cargo to render her removal safe.

The section was agreed to.

MR. COWIE said, with reference to what had been stated by the hon'ble member in charge of the Bill, which certainly related to a matter of great importance to the owners of vessels which had been unladen at the jetties, he proposed to move the introduction of a section to the effect of what had been sketched out by the hon'ble member. He thought that it would be perfectly competent for the Commissioners to say to the shipowner, “ We will allow you, before ordering the removal of your vessel from the jetty, to put in a sufficient quantity of cargo to render her removal safe, and if you do not do so, we will put in ballast.”

MR. WORDIE said that if the Commissioners removed the ship from a jetty in spite of the protest of the master or owner, they would be liable for the consequences, and he therefore did not think that there was any necessity for making any provision for that purpose. Besides the Commissioners would never move a ship in such a state in face of the protest.

THE PRESIDENT said he thought there would be a considerable difficulty as to the question as to whose duty it was to put ballast on board. If the commercial members were content to leave the matter to the discretion of the Commissioners, he thought that the matter would be very much simplified.

MR. WYMAN said it would be dangerous to move a ship from a jetty without ballast ; but at the same time he thought it would be rather hard to require the Commissioners to put in the ballast. The question then was, who was to supply the ballast, and if that point was not decided, a ship might lie at a jetty for weeks.

MR. SCHALCH said the Commissioners had already passed a resolution to the effect that any ship might be required to move from a jetty within twenty-four hours' notice.

THE HON'BLE ASHLEY EDEN said he thought the best way would be to provide that if a ship was not moved within a certain time after receiving notice, a penal rate of demurrage should be charged.

After some further conversation, THE PRESIDENT suggested that the consideration of the Bill be deferred.

MR. SCHALCH then moved that the Bill be referred to a Select Committee, consisting of Mr. Robinson, Mr. Wordie, and the mover, with instructions to report within a fortnight.

The motion was agreed to.

REGULATION OF MARKETS IN CALCUTTA.

On the motion of MR. SCHALCH the Report of the Select Committee on the Bill for the better regulation of markets in Calcutta was taken into consideration in order to the settlement of the clauses of the Bill ; the clauses being considered for settlement in the form recommended by the Select Committee.

Verbal and unimportant amendments were made on the motion of MR. SCHALCH in sections 1, 2, 3, 4, 5, 8, and 9.

Section 10 was omitted.

Verbal amendments were made in sections 12, 14, 15, and 16.

Section 17 gave power to raise loans for the construction of markets "on the security of the lands and buildings thereon, and of the rents, tolls, and fees payable in respect of such markets, *and the collateral security of the taxes and dues imposed and levied on account of the municipal fund under any Act passed in that behalf, or of a portion of them.*"

RAJAH JOTEENDRO MOHUN TAGORE moved the omission of the words in lines 12 to 15—"and the collateral security of the rates and taxes imposed and levied on account of the municipal fund under any Act passed in that behalf, or of a portion of them." He had already stated the objections he entertained to the pledging of the general municipal rates for the establishment of a market constructed for the benefit of only a portion of the community, and he need not therefore go over the same ground. It had been urged that the proposed market, for which the aid of the Legislature had been invoked, was to be a part of a general scheme under which markets would also be constructed in the native part of the town. He thought that, as far as the native part of the town was concerned, the existing markets were sufficient for all purposes, and no necessity was felt for the erection of new markets there. The funds of the municipality were by no means in a flourishing condition, and it would not be for a very long time to come that the municipality would be in a position to erect other markets in other parts of the town; and he believed there were other wants more pressing which might be attended to as regards the native parts of the town, and instead of supplying those wants, he thought it would be unjust to give them what they did not want. Besides, it was admitted in the letter of the Chairman of the Justices that the proposed market was intended to supersede the Dhurumtollah market, and to supply the special wants of the European section of the community. Under these circumstances he thought it would be unfair to saddle the general body of the rate-payers with the risk and responsibility of a speculation the success of which was extremely doubtful.

MR. WYMAN said the proposal that had been made to the Council virtually amounted to the vetoing of the Bill, for if the security of the rates and taxes was not guaranteed the Government would not consent to lend the money required for the construction of the proposed market. The amendment of the hon'ble member amounted to raising the whole question as to whether there should be a municipal market or not: this point he believed had already been fully discussed, and the necessity for the construction admitted. He thought that the proposed market could hardly be called a European market, for provisions consumed by natives would equally be sold there, and the native community would no doubt avail themselves of the convenience afforded by a well-regulated market. As to the question of pledging the general security of the rates and taxes, he thought that was rather a matter of form, as there was no doubt that the municipality would take good care that the market should be so conducted as to support itself. Considering also that the native community were fairly represented in the municipality, and that the proposal to establish a market emanated from that body, he thought that it was only fair that if the loan was asked for, the Government should have proper security for re-payment. As he had said before, the motion before the Council amounted to vetoing the Bill altogether, and he should be sorry to see it carried.

THE HON'BLE ASHLEY EDEN said that he was not prepared to support the amendment, for this reason that this measure had already been determined upon by the Government on a full consideration of all that was to be said against it. Yet he might say that he had the strongest sympathy with the native rate payers as to giving the collateral security of the general municipal rates and taxes for the repayment of the advance made by the Government for the construction of this market, which, however plausibly people might deceive themselves into an argument to the contrary, we all really very well knew was a market entirely and exclusively for the benefit of the European and East Indian community. Whatever facilities the market might afford for the sale of articles consumed by certain classes of the native community, and however well-regulated its management might be, it was contrary to the habits and feelings of the natives to purchase their food in the European markets, where meat was killed and sold which no native would touch. For their own food they had their own markets, and would keep to them. The class who used European food were a most limited section of the native community. With this fact in view it seemed to him not quite honest to contend that the market was intended for the benefit of the natives as much as for Europeans. There, no doubt, was a general feeling on the part of the native rate-payers that the municipality had spent the far greater part of its income for the improvement and benefit of the European part of the town. He thought it was a great pity and bad policy to aggravate them still further, and give an appearance of justice to the complaint by the establishment on the security of the general funds of a market for the exclusive benefit of that portion of the town.

It was said that the rents and tolls derived from the market would certainly cover the cost of its construction, and therefore that the security of the rates and taxes was merely nominal and a matter of form. All he could say in reply to that was, that if such was the case, he thought it would be better to avoid all this irritation for what was held to be a mere matter of form; and if a market was really a necessity, which he did not think was altogether

established to be the case, and was known to be a remunerative speculation, it was very much better to allow the market to be constructed by a public company. He felt, moreover, that the town, especially the native portion of it, was in such a state, that there were a great number of essential municipal improvements which called for attention at the hands of the municipality long before the improvement of markets should be undertaken. The strongest reason which he had for doubting the wisdom of the present proceeding was that he felt certain that as soon as a market was constructed, it would be found that it would not pay. In this town especially it was impossible to enforce trade out of its natural and customary channels. If the Justices had learned any thing by experience, he thought they ought to have learned that; and he felt sure that the next step would be that the Justices would ask for power to establish farms and slaughter-houses to enable them to provide the market with meat, as they would not be able to induce the regular suppliers and purchasers to have recourse to the market.

On all these grounds he thought that this proposal to establish a market was a mistake, and would end in failure and expense and meddling with trade, the end of which it was impossible to foresee. But at the same time, although he took this opportunity of expressing his opinion on the subject, lest he should hereafter be thought to have concurred in the propriety and wisdom of the establishment of this market, he would not by his vote impede an experiment what Government apparently desired to see tried.

RABOO DIGUMBER MITTER said, he should have had no objection to urge to the establishment of the proposed municipal market if he had felt at all sure that it would result in success. He dared say hon'ble members had seen the petition presented on this subject by the rate-payers of Calcutta, and containing upwards of 2,000 signatures. He would nevertheless draw the special attention of the Council to that part of it wherein the petitioners in substance said, that to ensure success in the establishment of a market, it was not enough that a piece of land should be bought and some buildings constructed thereon. The owner must see it regularly and sufficiently provided with wholesome articles of food, and towards that end he must make heavy advances to contractors; and until the market was fairly established, he must himself buy up at remunerative prices such articles as did not find other purchasers. The question then was, whether the Municipality was prepared to do this in the face of the active opposition which it must encounter, and consequently at the imminent risk of incurring heavy losses. He thinks the history of the Sealdah market should be a sufficient warning to any corporate body undertaking such a work. It was a mistake to suppose that that market did not succeed by reason of its defective locality. He had closely watched the rise and fall of that market, and his belief was that its failure was chiefly, if not solely, due to the deficient supply of meat, and to some extent possibly to the combination of the *khansamas* not to make their purchases there. No butcher of any respectability could be prevailed upon to offer his meat for sale there, and the Suburban Municipality was in consequence driven to the necessity of calling in the aid of Mr. Tayler to keep the market supplied with meat sent down by rail from Patna. In this way the supply was kept up for a time, but the resources of Mr. Tayler soon failed, and the market had to be closed in consequence of the heavy losses already sustained. Now the question was, whether the same rôle would not have to be played out in the case of the proposed market, and whether the Justices were prepared to undertake the office of purveyors, which, to ensure success to the market, they could not well refuse. He would be the last man to grudge to our European fellow townsmen a market such as they evidently felt the want of, unless he felt pretty sure that it would never maintain its existence without drawing very largely upon the general funds of the Municipality, contributed, he need not say, by all classes of the people, the majority of whom were not expected to participate in the benefits held out by the proposed measure.

MR. COWIE said he should oppose this amendment on a very short ground, which was that it appeared to him, with all respect to his hon'ble friend who had suggested the amendment, that it was nothing less than absurd and contradictory. He was not going to repeat the arguments he had used on a former occasion; but he would point out that as the Bill stood, and would stand with the rejection of this amendment, the Council had been recognizing, in sections 3 and 17, the principle that the acquisition of land for the establishment of municipal markets was a proper municipal purpose; and if that was admitted, he was at a loss to perceive what there was in point of principle to object to the provisions of the section by which the raising of money for admittedly proper purposes was to be secured by the rents, tolls, and fees of the markets for which the money was to be raised and the collateral security of the municipal fund. The section as it stood must be taken in connection with the addition to section 20 which the hon'ble member in charge of the Bill would propose, by which the interest on the monies borrowed for the special purpose of constructing a market would in the first instance have to be paid out of the rents, tolls, and fees received from the market, and not in any way from the municipal fund. But as the Bill stood, he was at a loss to understand why we should admit that the construction of markets by the municipality was a proper purpose, and at the same time ignore the propriety of securing the interest of the money borrowed for that purpose on the collateral security of the municipal fund.

HIS HONOR the PRESIDENT said he was perhaps less entitled than any other member of the Council to give an opinion on this Bill, from not having the advantage of listening to the earlier discussions on it. But it appeared to him that without a doubt the amendment

proposed by the hon'ble member would be absolutely fatal to the Bill, and he therefore wished to say a few words on the subject.

The hon'ble member on his left (Mr. Eden), with a discretion much to be commended, was about to divide his favors on this question, inasmuch as he made his speech on one side, and said he would vote on the other.

His Honor would address himself to one or two points which fell from the hon'ble member. He said that if you once began to make markets, you might establish farm-yards and the like, and a great many unreasonable things. But His Honor thought that in all such matters the Council must draw a line between what was reasonable and what was unreasonable. If we proposed to do a reasonable thing, it was not a sufficient argument against the proposition that you might do unreasonable things also; and the question therefore was, whether the proposal before the Council was reasonable or not; whether the establishment of a market was within the ordinary scope and functions of a municipality. Looking to other parts of the world, undoubtedly a proposal of this kind was within the scope of the functions of a municipality—at least he might say so from the example of several other countries. It was a great object that a great town like this should have a properly constructed and well-regulated market.

It seemed to him that there were enormous objections to trusting a great institution like a market to a trading company. Whatever conditions you might make, circumstances might arise which had not been provided for, and you might find yourselves very helpless against the company in two ways. One was this, which had very frequently occurred, when a company had undertaken obligations which they were unable to fulfil; and the other way was that, if the thing succeeded, they might take advantage of a sort of monopoly to add to the dearth of provisions, and impose other hardships on the people of the town in which the market was established. Therefore it seemed to him that the question was, whether the establishment of a market was a reasonable and profitable undertaking for a municipality; and if it was, ought it not to be entrusted to a public body like the Justices?

Then the question came whether it was reasonable to saddle the municipality with a burden. His Honor entirely sympathized with the opinions expressed with regard to the burden that might be thrown on the tax-payers, and he should be sorry to saddle the municipality with any burden that would increase the present municipal rates. If we thought that the market would not pay its own cost, we ought not to pass this Bill; but it seemed to him that if any public market was likely to pay, it would be such a market as it was now proposed to establish. The Sealdah market, as every body knew, was situated in a very remote part of the town: it was very far removed from the centre of the town. But he understood that the site now proposed was in the very centre of the town, and he understood that it was reasonably hoped that it would pay if the expenditure was properly regulated and the management efficient.

Then it might be said that if you thought that the market was likely to pay, why not leave the money to be borrowed on the security of the market itself? He would answer that no reasonable creditor would be likely to lend money on such security, for it might be that a municipality might indulge in costly structures and gothic architecture and other extravagance, and construct a market which would not pay; whereas if we placed on the municipality the eventual liability of having to pay from their rates and taxes, it would afford better security for good management, and it would be hoped that they would not suffer. In that view he was inclined to support this Bill, supposing the financial expectations to be well considered.

Then came the question between European and Native. The native members were inclined to say, and the hon'ble member on his left supported them in that view, that this was a market for Europeans and not for the Natives, and therefore we ought not to put the risk on the general fund. His Honor was not prepared to enter on the question whether natives would or would not derive large benefit from the proposed market. He could not say; he hoped they would. But he ventured to deprecate the introduction of questions of that kind in a discussion of this sort. He fully admitted the reasonableness and plausibility of the arguments which had been adduced by hon'ble members; but at the same time he felt that those views raised very difficult questions which would affect every municipality in India, and that it would be impossible to carry on any municipality in the harmonious and catholic manner in which he hoped our municipalities would be conducted if these views prevailed, because you would have two classes who would work against each other, and the result would be that nothing would be done at all. Therefore he ventured to submit that in this matter he should desire to eliminate all those class questions from discussions of this kind, and to look at the matter in a broad view, namely, whether this was a reasonable undertaking for a municipality to undertake, and he hoped hon'ble members would be disposed to look at the matter in that view. If hon'ble members now consented to the municipal funds being pledged for the establishment of a market which was principally suited to the wants of the European community, possibly at some other time hon'ble members would have some proposition for enabling themselves and their compatriots to be more comfortably burned when that day unhappily came, or some other question affecting the Native community, when he hoped they would find that the European community would not be anxious to raise class questions. He hoped there would be a good deal of give and take in these things. On that ground he hoped that the hon'ble members to whom he had referred would not divide the Council on that particular view.

RAJAH JOTEENDRO MOHUN TAGORE said, after what had fallen from His Honor The President, he would beg leave to withdraw his amendment.

The section was then agreed to.

Sections 18 and 19 were agreed to.

Section 20 was agreed to with the addition of the words "and the interest of monies borrowed under this Act shall in the first instance be payable out of the rents, tolls, and fees received under this Act."

Sections 21, 22, and 23, and the schedule, were agreed to.

The further consideration of the Bill was postponed.

HIS HONOR THE PRESIDENT said, before announcing the adjournment of the Council for a fortnight on account of the Easter holidays, he should like to take the opportunity of expressing his extreme regret that unfortunately the most valuable member of Council who sat on his left (Mr. Eden) was not likely to sit again when the Council met. He was quite sure that he expressed the opinion of the whole Council when he said that his loss to us would be excessive. Personally they would all feel his loss, and he was sure that no member of the community would be better able to feel that loss than the members of this Council. Our only consolation was, that if he was going to leave us he was going to a higher sphere, where he would have a wider scope for exercising those administrative talents which his long experience would enable him most usefully to exercise.

The Council was adjourned to Saturday, the 15th April 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for Week ended 1st April 1871 on 1,270½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.				
		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.		
Total traffic for the week ...	112,163½	1,75,099 3 4	15,049 18 7	638,497 0	3,93,263 2 3	35,957 9 1	51,907 7 8		
Or per mile of railway ...		135 15 10	12 9 4		300 0 3	28 2 0	40 11 4		
For previous 12 weeks of half-year	1,282,432	19,62,633 8 3	178,082 4 9	7,782,322 0	46,30,330 8 9	424,936 19 4	603,979 4 1		
Total for 12 weeks	1,394,995½	21,26,532 11 7	194,932 3 4	8,420,819 0	50,28,503 11 0	400,954 8 5	655,886 11 9		
COMPARISON.									
Total for corresponding week of previous year	107,568	1,67,660 13 10	14,482 4 11	771,294 10	4,02,407 8 0	36,895 12 1	51,347 17 0		
Per mile of railway corresponding week of previous year	.....	130 6 5	12 15 7	. ...	355 14 0	33 12 5	45 8 0
Total to corresponding date of previous year	1,561,380	27,61,120 8 5	253,168 5 6	9,607,234 30	52,56,179 2 3½	481,816 8 3	734,919 13 9		

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for Week ended 1st April 1871 on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	4,788½	14,778 9 11	1,354 14 2	56,370 10	16,903 15 9	1,567 16 8	2,013 9 10
Or per mile of railway ...		66 4 4	6 1 6		76 3 4	6 19 9	13 1 3
For previous 12 weeks of half-year	57,247½	2,02,148 3 7	18,520 6 9	662,113 0	1,99,283 7 6	18,267 13 0	36,790 19 9
Total for 12 weeks	62,036	2,16,916 13 6	19,884 0 11	718,483 10	2,16,277 7 3	19,825 8 8	39,709 9 7
COMPARISON.							
Total for corresponding week of previous year	3,181	9,821 0 8	900 5 3	30,265 20	9,157 9 1	859 8 10	1,739 14 1
Per mile of railway corresponding week of previous year	.....	44 0 8	4 0 9	...	41 1 0	3 15 3	7 16 0
Total to corresponding date of previous year	71,002½	2,43,630 7 1	22,313 12 5	562,447 20	1,05,708 8 10	15,195 8 11	37,529 1 4

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for Week ended 1st April 1871 on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	25,017	17,085 12 9	1,508 4 0	212,687 16	37,792 6 4	3,464 6 0	5,030 10 0
Or per mile of railway ...	160	109 2 9	10 0 2	1,350 0	241 7 9	22 2 9	32 2 11
For previous 12 weeks of half-year	377,908	2,33,447 13 0	21,399 7 10	1,302,869 1	2,06,607 7 10½	27,197 5 3	49,536 13 1
Total for 12 weeks	403,885	2,50,633 9 9	22,905 11 10	1,005,556 17	3,34,499 14 2½	30,661 11 3	53,627 3 1
COMPARISON.							
Total for corresponding week of previous year	23,675½	14,326 14 10	1,313 6 0	124,216 4	21,454 1 5	1,000 12 6	3,279 18
Per mile of railway corresponding week of previous year	209	126 8 1	11 11 11	1,097 0	189 7 0	17 7 4	28 19
Total to corresponding date of previous year	358,731	2,29,421 4 10½	21,030 5 11	1,467,354 4½	2,31,728 8 5½	21,211 15 6	42,272 1 5

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for last six days ended 31st March 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	6,017½	931 11 6	93 3 5	15,831 0	465 1 3	40 10 2	130 13 7
Or per mile of railway ...	215	33 4 5	3 6 0	565 15	16 9 9	1 13 3	1 19 9
For previous 26 weeks of half-year	175,878½	37,132 13 0	2,714 5 8	308,168 8	10,607 3 0	1,000 14 5	3,714 0 1
Total for the half-year	181,896	38,064 8 6	2,803 9 1	323,999 8	10,472 4 3	1,047 4 7	3,853 13 8
COMPARISON.							
Total for corresponding 5 days of previous year	3,640½	756 9 3	69 7 1	7,553 0	533 14 3	30 12 1	90 19 2
Per mile of railway, corresponding 5 days of previous year	130	27 4 0	3 14 6	270 0	11 14 9	1 3 10	3 18 4
Total to corresponding date of previous year	127,384½	24,635 13 3	2,253 5 7	234,595 20	12,492 5 11	1,145 2 9	3,408 8 4

CALCUTTA AND SOUTH EASTERN STATE RAILWAY.

Approximate Return of Traffic for one day, 1st April 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	963½	150 14 0	15 1 10	1,876 20	54 2 9	5 13 4	20 14 2
Or per mile of railway ...	34	5 6 3	0 10 9	67 0	2 0 1	0 4 0	0 14 0
For previous 6 weeks of half-year	...	...	...	...	...	...	...
Total for 1 week	963½	150 14 0	15 1 10	1,876 20	54 2 9	5 13 4	20 14 2
COMPARISON.							
Total for corresponding two days of previous year	1,676½	302 3 6	30 4 5	4,618 0	356 2 9	35 13 4	65 16 9
Per mile of railway corresponding week of previous year	60	10 12 8	1 1 7	165 0	12 11 6	1 5 5	2 7 0
Total to corresponding date of previous year	1,676½	302 3 6	30 4 5	4,618 0	356 2 9	35 12 4	65 16 9

Meteorological Telegraphic Report for the period 2nd to 8th April 1871.

STATIONS	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER		Humidity Sat = 100	WIND.		Rain.	Clouds.	Weather initial
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	April.											
	2nd	10	29.803	29.911	85.5	79.5	75	S	...	...	K	
	16		29.776	29.794	88.0	80.3	68	S by W	...	...	K	
	3rd	10	29.871	29.880	86.0	78.7	72	S by W	...	...	...	scuds from S by W
	16		29.749	29.707	88.0	79.7	69	S	...	...	K	
	4th	10	29.816	29.854	81.5	79.5	79	SS W	...	2.00	K	scuds from S.
	16		29.672	29.690	87.0	81.1	77	S	...	...	K	
	5th	10	29.817	29.835	81.5	80.1	83	S W	...	0.10	K	
	16		29.645	29.763	91.3	82.2	65	S W	...	...	K	scuds from S S W
	6th	10	29.875	29.893	85.0	81.0	83	S S W	...	...	S	
SAYBON ISLAND.	10		29.761	29.770	89.2	80.2	75	S	...	...	...
	16		29.601	29.617	85.5	80.3	79	S S W	...	0.04	K	
	16		29.652	29.700	90.1	81.0	70	S by W	...	...	...	b
	8th	10	29.786	29.807	86.0	81.0	79	S S W	...	...	C, K	
	16		29.682	29.701	92.1	82.1	63	S S E	...	...	C, CS	
	2nd	10	29.882	29.889	85	81	83	S	14.7*	...	N	m
	16		29.891	29.897	85	81	83	S S E	15.7*	...	N	m, o
	3rd	10	29.900	29.906	85	81	83	S S E	15.1*	...	...	m, scuds.
	16		29.755	29.771	85	81	83	S	16.6*	...	N	m, o
	4th	10	29.855	29.861	85	81	83	S S E	20.2*	0.50	N	m
CHITTAGONG.	16		29.697	29.704	84	81	87	S S E	18.7*	...	...	m, o, scuds.
	5th	10	29.882	29.888	86	82	84	S S W	14.5*	0.10	N	m
	16		29.719	29.755	86	82	84	S	14.1*	...	N	m
	6th	10	29.851	29.891	86	82	84	S	11.8*	...	N	m
	16		29.782	29.788	85	81	83	S S E	11.3*	...	N	m, o, u
	7th	10	29.848	29.844	85	82	83	S	17.2*	0.20	N	m
	16		29.806	29.810	87	82	79	S S	17.6*	...	N	m
	8th	10	29.811	29.820	86	82	84	S S W	18.4*	...	N	m
	16		29.657	29.653	88	84	81	S	13.3*	...	N	b, m
MADRAS.	2nd	10	29.890	29.900	87	77	61	S W	6.7*	...	K	b, m, q
	16		29.706	29.876	88	78	62	S W	10.0*	...	...	b, m, q
	3rd	10	29.830	29.890	89	79	62	S S	10.2*	...	K	b, m, q
	16		29.781	29.806	87	78	65	S S	11.1*	...	...	b, m
	4th	10	29.820	29.910	87	79	65	S	10.1*	...	CK	r, b, q
	16		29.719	29.826	85	80	79	S S	18.3*	...	K, KS	b, q
	5th	10	29.781	29.892	81	80	83	E S E	9.0*	...	CK	b, m, q
	16		29.736	29.845	86	82	83	S W	10.2*	...	K	b, m, q
	6th	10	29.850	29.900	87	82	79	W	8.1*	...	S	m
	16		29.797	29.908	83	80	87	W	17.1*	...	N	u, t, l
OUTRICK.	7th	10	29.833	29.914	85	81	84	W	7.0*	0.40	K, KS	m, o
	16		29.639	29.810	81	81	87	S W	18.6*	...	K	b, m, q
	8th	10	29.801	29.900	86	82	83	S W	8.7*	...	K	b, m
	16		29.719	29.830	84	81	87	W	21.4*	...	K, KS	b, q
ARAB.	1st	10	29.992	29.962	89	78	59	S E	10*	...	...	b
	16		29.809	29.831	86	76	61	E S E	19*	...	...	b
	2nd	10	29.972	29.992	87	76	58	E S E	11*	...	...	b
	16		29.812	29.872	86	75	57	E by S	12*	...	...	b
	3rd	10	29.975	29.995	87	76	58	E by E	10*	...	...	b
	16		29.831	29.861	87	75	55	E S E	9*	...	...	b
	4th	10	29.910	29.970	89	76	52	S S E	9*	...	...	b
	16		29.774	29.804	87	76	54	S S E	11	...	...	b
	5th	10	29.927	29.957	88	77	58	S E	11*	...	...	b
	16		29.791	29.891	86	78	68	E S E	15*	...	...	b
ARAB.	6th	10	29.964	29.994	90	77	53	S S E	11*	...	...	b
	16		29.831	29.861	87	80	71	E by S	12	...	...	b
	7th	10	29.915	29.915	90	77	63	S S E	11*	...	...	b
	16		29.788	29.818	87	79	68	E S E	16*	...	...	b
	2nd	10	29.837	29.919	87	80	72	S	...	...	...	Fair.
	16		29.740	29.801	91	79	56	S E	...	...	...	Fair.
	3rd	10	29.807	29.890	87	80	72	S	...	...	...	Fair.
	16		29.644	29.715	89	82	73	S S E	...	...	N, C	b
	4th	10	29.787	29.869	86	80	75	S S W	...	...	C	b
	16		29.611	29.669	90	81	66	S S W	...	...	...	Fair.
ARAB.	5th	10	29.721	29.811	85	78	71	S S E	...	...	...	Fair.
	16		29.791	29.875	91	80	70	S	...	...	...	Fair.
	6th	10	29.719	29.841	89	80	66	S	...	...	...	Fair.
	16		29.613	29.724	91	81	63	S	...	...	N	b, l
	7th	10	29.770	29.851	90	80	63	S W	...	...	...	Fair.
	16		29.598	29.679	97	81	48	S S W	...	...	...	Fair.
	2nd	10	29.895	29.900	86	79	72	S S E	1	...	K	b
	16		29.845	29.890	86	79	72	W S W	1	...	...	m
	3rd	10	29.970	29.994	84	78	75	S S W	1	...	K, S	b
	16		29.817	29.892	85	79	75	S S W	1	...	...	b
ARAB.	4th	10	29.925	29.944	85	80	79	S W	1	...	...	b
	16		29.802	29.817	87	81	76	W S W	1	...	K, S	b
	5th	10	29.887	29.902	84	79	79	W	1	...	C, K	b
	16		29.812	29.827	86	81	79	W	1	...	K	b
	6th	10	29.955	29.970	85	80	79	W	1	...	K	b
	16		29.832	29.847	86	78	68	S W	1	...	C	m
	7th	10	29.905	29.910	85	78	71	S S W	1	...	C	b
	16		29.812	29.827	87	79	68	S S W	1	...	K	b
	8th	10	29.935	29.950	86	79	70	S S W	2	...	C	b
	16		29.825	29.840	86	79	70	S S W	1	...	C	b

* Velocity of wind in miles per hour.

CALCUTTA,
The 8th April 1871.

HENRY F. BLANFORD.
Meteorological Reporter to the Government of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISIONS.	Stations.	Rainfall from 20th to 26th March 1871.	Rainfall from 27th March to 2nd April 1871.	RAIN FROM 1st JANUARY 1871		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ... Nil	2 00	2 70	2nd April 1871.		
	False Point { Jail ... 0 12	Not received	0 89	26th Mar. 1871.		
	Jagipore ... Not received	ditto	3 45	5th Mar. 1871		
	Kendraparah ... Nil	ditto	0 50	2nd April 1871.		
	Jugutasingpore ... ditto	ditto	1 10	ditto.		
	Rumbulpore ... ditto	ditto	5 40	ditto.		
	Belasore ... Not received	Not received	1 05	12th Mar 1871		
	Bhuddrack ... Nil	Nil	1 43	2nd April 1871		
	Pooree ... Not received	Not received	0 27	26th Feb 1871.		
	Khoordah ... Nil	ditto	2 44	26th Mar 1871.		
CHOTA NAGPORE.	Hazareebaugh ... Not received	ditto	1 00	12th Mar. 1871		
	Burhee ... Nil	Nil	1 08	2nd April 1871.		
	Pachamba ... Not received	ditto	0 66	ditto	Not received 20th to 26th Mar.	
	Kanchee ... Nil	ditto	1 11	ditto.		
	Palanow ... ditto	ditto	2 13	ditto.		
	Parulia ... ditto	Not received	0 61	26th Mar 1871.		
	Chyebassa ... ditto	Nil	2 38	2nd April 1871		
PATNA.	Patna ... ditto	ditto	3 13	ditto.		
	Bohar ... 0 00	ditto	0 00	ditto.		
	Barh ... 0 64	ditto	0 64	ditto.		
	Dinapore ... 0 07	ditto	0 07	ditto.		
	Gya ... 0 02	ditto	0 02	ditto.		
	Sherghotty ... 0 32	ditto	0 32	ditto.		
	Nowdah ... Not received	Not received	0 16	26th Feb 1871.		
	Arungabad ... ditto	ditto	1 09	5th Mar 1871.		
	Chunparan ... Nil	Nil	0 41	2nd April 1871.		
	Chuprah ... ditto	ditto	0 19	ditto.		
	Sowan ... Nil	ditto	Nil	ditto.		
	Mozzlepore ... ditto	Not received	2 96	26th Mar 1871.		
	Durbhanga ... 0 00	Nil	0 00	2nd April 1871	Not received 20th to 26th March.	
	Sectamaree ... 0 43	ditto	0 43	ditto.		
	Tajpore ... 3 75	ditto	3 75	26th Mar. 1871	Not received 6th to 19th Mar.	
	Arrau ... 0 23	Not received	0 23	2nd April 1871		
	Buxar ... 0 09	Nil	0 09	ditto.		
BHAUGULPORE.	Sasaram ... 0 23	ditto	0 23	10th Feb 1871.		
	Bhubhoah ... Not received	Not received	Nil	2nd April 1871		
	Benares ... 0 43	Nil	0 43	2nd April 1871		
	Bhangulpore ... 0 75	Not received	0 75	26th Mar. 1871.		
	Mudheypoorah ... 0 65	Nil	0 65	2nd April 1871		
	Banka ... 1 83	ditto	1 83	ditto.		
	Monghyr ... 1 35	Not received	1 35	26th Mar 1871.		
	Jamone ... 0 10	Nil	0 10	2nd April 1871.		
	Begoonari ... 1 78	ditto	1 78	ditto		
	Doonur ... 0 40	ditto	0 40	ditto.		
	Jaintara ... 0 92	ditto	0 92	ditto.		
	Rajmahal ... 3 00	ditto	3 00	ditto	From 13th Feb	
RAJSHAHY.	Purneah ... 2 20	Not received	2 20	26th Mar 1871	From 12th Feb.	
	Ramnore Beaulah ... 0 63	Nil	0 63	2nd April 1871		
	Nattore ... 0 01	Nil	0 01	ditto.		
	Bograh ... 0 86	ditto	0 86	ditto.		
	Dinapore ... Nil	Not received	Nil	26th Mar 1871	Not received 27th Feb to 6th Mar.	
	Maldah ... 4 23	ditto	4 23	2nd April 1871.		
	Herhampore ... 1 63	ditto	1 63	ditto.		
	Jungipore ... 1 30	ditto	1 30	ditto.		
	Lalbagh ... 1 09	ditto	1 09	ditto.	From 16th Jan.	
	Pubna ... 1 03	ditto	1 03	ditto.		
	Coomercolly ... 2 49	ditto	2 49	ditto.		
	Seragunge ... 3 61	Not received	3 61	26th Mar 1871		
BURDWAN.	Ranpore ... 2 36	ditto	2 36	2nd April 1871		
	Bhowanigunge ... 2 30	ditto	2 30	ditto.		
	Titalya ... 4 41	1 20	4 41	ditto	From 22nd Jan.	
	Burdwan ... Nil	Nil	3 22	2nd April 1871		
	Cutwa ... 2 80	ditto	2 80	ditto.		
	Culna ... 3 77	Not received	3 77	26th Mar. 1871.		
	Bood-Bood ... 2 82	ditto	2 82	ditto	Not received 4th and 5th March.	
	Bancoorah ... 3 64	Nil	3 64	2nd April 1871		
	Raneegunge ... 3 76	ditto	3 76	ditto		
	Sooree ... 2 30	ditto	2 30	ditto.		
	Hooghly ... 2 25	ditto	2 25	ditto.		
	Serampore ... 3 13	ditto	3 13	ditto.	From 20th Mar.	
PARAGANGET.	Howrah ... Nil	ditto	Nil	ditto		
	Midnapore ... 6 40	ditto	6 40	ditto.		
	Contai ... 7 49	ditto	7 49	ditto.		
	Gurbetta ... 1 88	ditto	1 88	ditto.		
	Tumlook ... 3 71	ditto	3 71	ditto	From 6th Feb.	
	Kishnaghar ... 12 88	ditto	12 88	ditto.		
	Bongong ... 0 43	ditto	0 43	ditto.		
	Ranaghat ... Nil	Nil	Nil	ditto.		
	Meharpore ... 2 63	ditto	2 63	ditto.		
	Choodangah ... 3 70	ditto	3 70	ditto.		
	Kooshteah ... 0 10	Not received	0 10	26th Mar. 1871.		
	Jessore ... Nil	Nil	Nil	2nd April 1871		
	Khoolnash ... 6 15	ditto	6 15	ditto.		
	Jenadah ... 6 53	ditto	6 53	ditto	From 16th Feb.	
			0 72	0 72	From 6th March.	

DIVISION.	Stations.	Rainfall from 29th to 31st Mar. 1871.	Rainfall from 27th Mar. to 2nd April 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.— (Continued)	Saugor Island ...	Nil	Nil	3.40	2nd April 1871.	
	Calcutta ...	ditto	ditto	6.16	ditto.	
	Alipore { Jail ...	ditto	ditto	5.33	ditto.	
	Alipore { Hospital ...	ditto	ditto	5.24	ditto.	
	Barrackpore ...	ditto	Not received	6.42	26th Mar. 1871.	
	Dum Dum ...	ditto	ditto	6.38	ditto.	
	Barasat ...	ditto	ditto	5.79	ditto.	
	Satkerah ...	ditto	ditto	7.84	ditto.	
	Busserbhat ...	ditto	ditto	5.59	ditto.	
	Diamond Harbour ...	ditto	ditto	7.88	ditto.	
DACCA.	Barrapore ...	ditto	ditto	3.64	ditto.	
	Dacca { Telegraph Office ...	ditto	0.12	5.44	2nd April 1871	
	Dacca { Jail ...	ditto	Nil	3.70	ditto.	
	Burrisaul ...	ditto	ditto	4.11	ditto.	
	Dowlat Khan ...	ditto	0.02	1.93	ditto.	
	Persepore ...	ditto	0.35	4.48	ditto.	
	Madaripore ...	ditto	Nil	4.83	ditto.	
	Furreeapore ...	ditto	0.43	4.73	ditto.	
	Mymensing ...	ditto	0.91	2.94	ditto.	
	Jamulpore ...	ditto	Not received	0.11	26th Mar. 1871.	
	Attena ...	ditto	ditto	8.06	ditto.	
	Kishorgunge ...	ditto	ditto	2.14	ditto.	
	Sylhet ...	0.25	3.45	0.26	2nd April 1871.	
CHITTAGONG.	Cachar ...	Not received	Not received	4.92	19th Mar. 1871.	
	Hylakandy ...	1.50	ditto	4.84	26th Mar. 1871	From 13th Feb. and not received 20th to 26th Feb. and 6th to 10th March.
	Koyah ...	0.41	ditto	2.53	ditto.	
	Chittagong { Telegraph Office ...	Nil	Nil	4.00	2nd April 1871.	
	Chittagong { Jail ...	ditto	ditto	4.19	ditto.	
	Cox's Bazar ...	Not received	Not received	5.61	19th Mar. 1871.	
	Rangamata Hill ...	ditto	ditto	0.01	26th Feb. 1871.	
	Noakhally ...	Nil	Nil	3.98	2nd April 1871.	
	Tipperah ...	ditto	0.43	2.62	ditto.	
	Brahmanbariah ...	ditto	Not received	2.67	26th Mar. 1871	
COOCH BEHAR.	Akyab ...	ditto	Nil	0.80	2nd April 1871.	
	Buxa ...	Not received	Not received	3.30	10th Mar. 1871.	
	Gowalparah ...	Nil	0.28	4.31	2nd April 1871.	
	Dhobree ...	Not received	Not received	Nil	12th Mar. 1871	Not recorded 27th Feb. to 5th March.
	Toora (Garó Hills) ...	Nil	ditto	3.74	26th Mar. 1871.	
	Darjeeling { Telegraph Office ...	Not received	ditto	0.17	15th Feb. 1871	
	Darjeeling { Jail ...	Nil	1.12	3.54	2nd April 1871.	
	Runghee ...	Not received	Not received	1.20	26th Feb. 1871	
	Falacottah ...	ditto	0.58	2.93	2nd April 1871	Not received 20th to 26th March.
	Jalpigoorie ...	Nil	0.39	4.50	ditto.	
ASSAM.	Boda ...	ditto	Nil	1.16	ditto.	
	Tezpur ...	0.10	Not received	2.18	26th Mar. 1871.	
	Nowrang ...	0.04	1.10	2.24	2nd April 1871	
	Mungledye ...	Nil	Not received	2.87	26th Mar. 1871	From 30th Jan.
	Burpettah ...	ditto	ditto	2.80	ditto	Not received 13th to 10th Feb.
	Gowahatty ...	ditto	Nil	2.20	2nd April 1871.	
	Sebsauzor ...	1.58	Not received	8.46	26th Mar. 1871.	
	Jorohat ...	0.74	ditto	3.51	ditto.	From 27th Feb.
	Golaghat ...	0.53	ditto	3.74	ditto.	
	Nazurah ...	Not received	ditto	5.27	19th Mar. 1871	
	Debioghur ...	0.78	ditto	8.44	26th Mar. 1871.	
	Suddya ...	0.95	ditto	7.20	ditto	Not received 23rd to 29th Jan.
	Shillong ...	Nil	0.02	0.09	2nd April 1871.	
	Cherrapunjee ...	0.11	0.95	6.82	ditto	From 28th Feb.
	Jowai ...	Nil	Not received	5.15	26th Mar. 1871	Not received 6th to 12th Feb.
	Samoogooding ...	ditto	ditto	1.50	ditto.	

CALCUTTA,
The 8th April 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 1st to 7th April 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phase.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			H	Miles.	In.		
April ..	1st	29.770	94.4	78.0	146.6	84.6	78.4	75.8	0.70	S	...	331.8	...	...	Clear and cirro cumuli. Lightning on north at 9 p.m. Drizzled at 9½ a.m.
	2nd	823	90.0	78.6	141.8	83.6	79.0	75.8	.78	S	...	211.3	...	...	Chiefly cumuli.
	3rd	816	89.5	78.6	139.6	82.1	76.9	73.3	.75	S & S S E	30.0	260.7	1.84	...	Stratus and overcast. Storm from 6½ to 7 p.m. Thunder and lightning from 6 to 11 p.m. Rain from 6½ to 8, and at 11 p.m.
	4th	762	88.0	72.3	139.0	80.2	75.2	71.7	.76	S S W & S	0.0	336.9	0.71	...	Cirro-cumuli and overcast. High wind from 6 to 6½ p.m. Thunder, lightning, and rain at midnight, and from 6 to 7 p.m.
	5th	760	91.3	76.5	142.0	82.8	77.3	73.4	.74	S S W & S W	...	279.6	...	○	Chiefly cumuli. Lightning on south-west at 7 p.m.
	6th	803	89.2	79.0	138.0	82.7	79.3	76.9	.83	S S W & S	...	180.6	0.04	...	Clouds of different kinds. Thunder at 4, 6½, and 9 p.m. Lightning on north at 6½ and 9 p.m. Light rain at 6, 7, and 8½ p.m.
	7th	743	91.0	78.5	143.7	83.8	79.8	77.0	.81	S S W & S	.	224.2	...	...	Scuds and clear.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column ten represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days

... 22.1

The max. temperature during the past seven days

... 94.4

The max. temperature during the corresponding period of the past year

... 98.6

The mean humidity during the past seven days

... 0.78

The mean humidity during the corresponding period of the past year

... 0.56

Inches.

The total fall of rain from 1st to 7th ... { by lower rain gauge

... 2.59

... { by anemometer gauge

... 1.86

Ditto, average of seventeen previous years

... 0.34

Ditto, between the 1st January and the 7th April

... 8.75

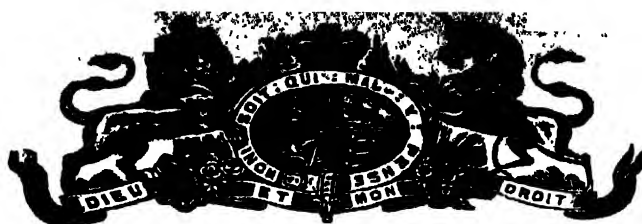
Ditto, ditto ditto, average of 17 years

... 2.93

GOPFENAUH SEN,

The 10th April 1871.

In charge of the Observatory.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, APRIL 19, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, the 15th April 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

T. H. COWIE, ESQ.,
A. R. THOMPSON, ESQ.,
S. C. BAYLEY, ESQ.,
V. H. SCHALCH, ESQ.,
MOULVEY ABDUL LUTEEF, KHAN
BAHADUR.

T. M. ROBINSON, ESQ.,
RAJAH JOTEENDRO MOHUN TAGORE BAHADOOR,
T. H. WORDIE, ESQ.,
AND
BABOO DIGUNBER MITTER.

NEW MEMBER.

MR. BAYLEY took the oath of allegiance, and the oath that he would faithfully fulfil the duties of his office.

REGULATION OF MARKETS IN CALCUTTA.

MR. SCHALCH moved that the report of the select committee on the Bill for the better regulation of Markets in Calcutta be further considered in order to the settlement of the clauses of the Bill.

The motion was agreed to.

On the motion of Mr. Schalch a verbal amendment was made in section 19.

HIS HONOR THE PRESIDENT said, before the Council proceeded further with the consideration of the Bill, he should like to go back to section 10, and to say that he had considerable doubts as to the propriety of that section: first in regard to the language of the section, which possibly might subject the Council to the imputation of including dogs and cats in the term "domestic animals." But there was another objection to the section, which he thought was more serious. For by this section the Council would appear to be deciding in an indirect way on a question which was a subject of serious consideration, namely, the subject of licensed slaughter-houses; and personally, he thought it would be better to leave this section out of the Bill. By doing so the Council would both avoid the difficulty in regard to the term "domestic animals," and the imputation of dealing with a difficult subject in a summary manner, and thus leave the question of slaughter-houses to be dealt with on its merits. The same objection was felt to the Bill which had been brought in by the hon'ble member on the left (Moulvie Abdool Lutef), which also dealt with this subject in an indirect manner. His Honor's impression was that it would be better to deal with the subject of slaughter-houses distinctly, and by itself. He himself did not propose to move any amendment, but would merely throw out the suggestion, and leave it to hon'ble members to move any amendment in regard to this section or not, as they thought fit.

MR. ROBINSON said there was one matter generally included in Bills of this kind which was not provided for in this, and if we provided against the evil intended to be guarded against

by section 10, that no meat improper for human food should be brought into the market, he thought the matter to which he alluded should also be provided for. The Bill did not provide for the appointment of authorized persons to examine the meat brought into the market, and to see whether it was in a state fit for sale for human food. If a clause of that kind were introduced instead of section 10, he thought it would meet the difficulty, and avoid the objection pointed out with regard to section 10.

MR. SCHALCH remarked that this Bill was to be read with Act VI. of 1863, under which the Justices had the power to inspect markets and to reject and cause to be confiscated any meat that was unfit for human food. They had also power to make bye-laws for the regulation of markets; and having these powers, it was thought unnecessary to import such a provision as had been referred to in this Bill.

MR. ROBINSON said, that being the case, he agreed with His Honor the President that section 10 was unnecessary, and he would therefore move that it be omitted.

MR. SCHALCH said he would rather object to the omission of section 10, because as the law stood, it had been decided by the Council that no animal should be killed for human consumption except at an authorized slaughter-house, and by this clause a further guarantee was given that no meat except such as had been so obtained should be introduced into any market. By the introduction of this provision we were carrying out no new principle; we were merely giving greater effect to the law which already existed.

MR. COWIE said, inasmuch as this section was at any rate open to the critical objection taken as regards its language, and would require amendment; and also, having regard to the circumstance that the object which seemed to be wished to be attained by this Bill was really something which appertained to the proper management of markets, he thought that, if we looked at this Bill coupled with the sections of the general Act under which bye-laws were passed, it would be better to omit the section now under consideration: and, moreover, it occurred to him that it might be doubtful whether it would be a just or equitable mode of carrying out the object that all animals intended for human consumption should be killed at a licensed slaughter-house. Besides, as we had an implicit promise from the hon'ble member on the left (Moulvie Abdool Luteef) that he would propose a more specific provision than the existing state of the law provided regarding slaughter-houses, he (Mr. Cowie) would support the amendment for the omission of section 10.

Section 10 was then omitted, and the preamble and title were agreed to.

CALCUTTA PORT IMPROVEMENT.

MR. SCHALCH moved that the report of the select committee on the Bill to amend the Calcutta Port Improvement Act, 1870, be taken into consideration in order to the settlement of the clauses of the Bill, and that the clauses of the Bill be considered for settlement in the form recommended by the select committee.

The motion was agreed to.

Sections 1 and 2 were agreed to.

Section 3 provided that if after thirty-six hours' notice a vessel was not removed from a jetty, the Commissioners might charge for "every complete space of twenty-four hours," after the expiry of such thirty-six hours, during which the vessel shall remain at the jetty, such sum, not exceeding fifty rupees, as they shall think fit.

MR. SCHALCH said the intention of this section was that a vessel should be removed within thirty-six hours after notice. But by the way in which it was worded, practically the vessel would receive not only the benefit of the thirty-six hours' notice, but a further benefit of twenty-three hours before the penal rate of demurrage could be charged; inasmuch as the section provided that the Commissioners would only be authorized to charge a sum not exceeding fifty rupees for "every complete space of twenty-four hours" after the expiry of the notice. He would therefore propose to amend the section by omitting the words within quotations, and substituting for them the words "each day of twenty-four hours or portion of such day," which would make the demurrage charge take effect immediately on expiry of the notice.

The motion was carried, and the section as amended was agreed to.

Section 4, and the preamble and title, were agreed to.

On the motion of Mr. Schalch, the Bill was then passed.

HOOGHLY BRIDGE.

MR. SCHALCH, in the absence of the mover of the Bill, applied to the President to suspend the rules for the conduct of business, to enable him to move that the report of the select committee on the Bill for the construction of a bridge across the river Hooghly, between Howrah and Calcutta, be taken into consideration in order to the settlement of the clauses of the Bill. He thought it was very necessary that this Bill should receive the early attention of the Council.

HIS HONOR THE PRESIDENT said, that in consenting to suspend the rules for the conduct of business, he wished to explain to the Council that he was by no means anxious to underrate the very weighty report of the committee, and the difficult questions which arose under this Bill; nor was he anxious that they should be unduly hurried over. But as Mr. Bradford Leslie, the eminent engineer who had been concerned in the design of this bridge, and whom the Government of India proposed to entrust with the construction of the bridge, was about

to leave Calcutta, His Honor was anxious that the Council should discuss the Bill before Mr. Leslie left, so that the Government might receive the benefit of his assistance on any points on which the Council might consider necessary. The Bill would be taken up for discussion; but it would be understood that nothing would be unduly pressed on hon'ble members as respects their final decision if they were not prepared to decide any particular questions at this meeting.

MR. SCHALCH then moved that the report of the select committee be taken into consideration in order to the settlement of the clauses of the Bill, and that the clauses be considered for settlement in the form recommended by the select committee.

The motion was agreed to.

The consideration of section 1, the interpretation section, was postponed.

Section 2 was agreed to after a verbal amendment.

HIS HONOR THE PRESIDENT said, that before proceeding with section 3, he would submit to the consideration of the Council a new section, which raised, in a form more precise than in the existing sections of the Bill, what was really the main question in respect of this Bill, and the determination of which would, he believed, settle the question whether this bridge was to be constructed or not. The Council were probably by this time aware that an agreement had been entered into between the Government and the East Indian Railway Company, by which certain tolls were to be levied on goods passing into or from the railway station at Howrah. It was somewhat a matter of regret that in the Bill as originally drawn this condition of, he might say, the existence of the bridge was somewhat obscurely stated. The report of the select committee had not only made clear the object and effect of this section of the Bill in respect of this matter, but, as also happened, the majority of the members of the committee had disapproved of that vital provision of the Bill. Now, as His Honor had said, he thought it very desirable that there should be no doubt or mistake with regard to the character of that provision; and therefore, with every respect to the select committee, he proposed to move for the consideration of the Council a new clause, which would put that provision in what he hoped would be an unmistakable form. The section which he proposed was this:—

"Towards meeting the charges incurred in the construction and maintenance of the said bridge, there shall be levied the following fees on goods and passengers conveyed on the railway of the East Indian Railway Company into and from that station at Howrah, viz:—

On every maund of goods 2 pie.

On every passenger 3 pie.

Provided that the Lieutenant-Governor of Bengal may at any time lower the said fees, and that the said Lieutenant-Governor may also exempt any goods or any passengers from payment of the said fees."

The clause had not been professionally drawn. He had used the term "fees" in contradistinction to the term "tolls," because the sum to be levied under this section was not quite strictly a toll; for this reason, that the fee would be levied on all goods arriving at or leaving Howrah, whether they crossed the bridge or not. That, no doubt, seemed in theory a somewhat anomalous provision; and the majority of the select committee had considered it so inadmissible a provision, that they recommended that it should be omitted. His Honor thought it necessary to submit to the consideration of the Council a very important fact. As he had already said, the real question before the Council was this, Should the bridge be constructed with this provision, or not constructed at all? because he was in a position to show the Council that that was the real question at issue. He might be in some degree to blame for putting the select committee in this position, because, being new to office and to this Council, he was free to admit that he did not himself at first fully understand the full bearing of that provision; but it must be made quite clear that if this provision was not passed, the project for the construction of this bridge must inevitably fall to the ground. The reason for that assertion was that, in a financial point of view, the Council must remember that we were entirely dependent on the Government of India. We had no funds of our own with which to construct this bridge, and unless the Government of India lent the money, we could not construct it at all. Now, he might say without any breach of confidence that the Government of India generally, and the head of the Government, the Viceroy, in particular, took a very strong view on this question. They said that for local purposes they were quite willing to lend the money, but for that money they required full security: they did not think that for local purposes it was right that they should risk imperial money. They were willing to assist municipalities; they were willing to assist even individuals in some respects; they were willing to assist Trusts and other public bodies: but they required sufficient security for their money. Now, the view taken by the Government of India was this, that from the mere receipt of tolls on the bridge they could not be sure of the repayment of their money. It might be said that the bridge would pay itself: it would not be for him to say that it would not. He hoped it might pay. But we could not give the Government of India an assurance that they were willing to accept that from the mere ordinary receipts from tolls on the bridge, the capital money advanced for the construction of the bridge would be secured. That being so, the Government of India said that unless they could have an additional security, they could not give the money. In this respect the bridge question was, he might say, identically in the same position as the market question which was discussed the other day. Certain members of the Council had observed at the

time, and not unreasonably, that it would be better that the security for the money advanced for the construction of the market should be confined to the dues and rents received from the market itself. To that it was replied, that if you insisted on that condition, the market could not be constructed, because we could not get the money. Similarly, with regard to this Bill he had to say that we could not get the money unless we could give the Government of India some collateral security for their money beyond the ordinary tolls received from the bridge. Well, the question arose, What collateral security could we give? He thought that the hon'ble members who made those observations the other day, and he believed all hon'ble members of this Council, would be inclined to say that the municipality would not be prepared to undertake this liability. It might be a question, and it was a question which arose under the 12th section of this Bill, whether the Port Trust Commission would be inclined to undertake this liability, and make the charge a charge on the port dues of Calcutta, whereby the shipping of the port should be burdened for all time with the liability for the charges of this bridge. He was inclined to believe that the 12th section of this Bill had slipped somewhat inadvertently into the Bill, and that the Port Trust Commission were not prepared to undertake their liability. The Government being anxious, for the sake of Calcutta, that this bridge should be built, and being anxious at the same time to secure themselves, had proposed to obtain this collateral security through the East Indian Railway Company. The Railway Company had said, We are willing to put a tax on all goods coming out or passing through the Howrah station for the benefit of the bridge. And the result was, that whereas the receipts from tolls on the bridge was a somewhat indefinite quantity, which we could not exactly calculate for the satisfaction of the Government of India, the levy of tolls on goods passing through the railway was in some sense a definite quantity,—that was to say, we knew the quantity of goods which at present came to, and went from the Howrah station. We knew that with the progress of the country, and the general advance of things, that amount of traffic would not be diminished, but, on the contrary, would be increased; and therefore the Government of India accepted with confidence the calculation that a certain very large sum would be received from a tax on goods coming into and passing through Howrah, if the Council would be pleased to pass this section of the Bill.

He had received, in addition to the report of the select committee, a report from the Port Trust Commissioners, who were requested by the Government to consider the project for the construction of this bridge. He regretted to see that they also, as well as the committee of the Chamber of Commerce, were adverse to this provision; but he was apprehensive that the Port Trust Commissioners and the Chamber of Commerce, as well as the members of the select committee on this Bill, had not fully realized to themselves the fact that if this provision was not passed, the project would altogether fall to the ground. And therefore, notwithstanding the adverse opinions expressed regarding this provision, he was anxious to ask the Council to consider and deliberate very seriously before they rejected this provision. He would ask the Council to consider that, in fact, although the provision was one to which great objections might no doubt be taken, in practice it would amount to a sort of partial *octroi* upon goods going into and out of Calcutta and Howrah, and that the charge proposed to be made was very little indeed. The charge amounted to about four annas and six pies on the ton, or something like six pence per ton. The principal objection to this charge appeared to be in regard to the article of coal. He thought he was right in saying that this tax upon coal was in reality not really so heavy as the citizens of London submitted to in regard to coal brought into the City: they submitted to a tax on coal which was levied by the City of London for the benefit of the city alone, and the tax was much heavier than would be paid under this Bill by those interested in the trade in coal. Then the question for the Council to consider was, whether, in consideration of the convenience and advantage the inhabitants of Calcutta would derive from the construction of a bridge, they were willing to submit to this very small impost. Six pence per ton on coal and all other goods would not only provide the means of crossing these goods, but the bridge would also be an immense convenience to the residents and inhabitants of Calcutta who crossed the river on foot or in carriages. He should be very sorry to raise any question here of Native against European in regard to any such enterprise; and this was a point the consideration of which an hon'ble member was good enough on a former occasion to withdraw in a most handsome manner. But he must say that, if we took it as a question of the interests of the residents of Calcutta, putting apart the interests of the commercial gentlemen, who were probably the best judges of their own interests as respects the question of goods, it would be for them to consider whether, on the whole, it would be desirable to submit to this arrangement or not. He would say that in regard to the inhabitants of Calcutta his impression was that this provision was extremely favorable—that they would obtain a very great advantage at a slight cost to them. They would have a bridge ready at their hands, and the only additional cost would be a very slight tax on coal and other goods coming into or going from the railway station at Howrah, which they did not at present pay, but which would be far short of what they paid for the loading and unloading of boats and the crossing of the river. He could say without fear of contradiction that the proposed tax would be a mere fraction of what was now paid for crossing goods by boats and cartage from the railway to godowns on this side the river.

This being the state of things, he should be very sorry indeed, by mere force of official votes, to force a Bill of this kind on the Council, because this Bill was eminently a local Bill. This project was designed solely and entirely for the benefit of the inhabitants and the merchants of Calcutta and Howrah. Therefore, if it was the case that the gentlemen who represented these local interests were distinctly opposed to this Bill, he should be very sorry to override their opinions by the mere force of official votes. One gentleman, who held an official position and was a member of the select committee, had committed himself to an opinion adverse to this provision. But the members of this Council who were members of the immediate executive Government had determined to vote in favor of this clause, and he would put it to the other members of the Council that if, on a fair consideration of all the circumstances, they should decide to reject this clause, the responsibility of the falling through of this project, and the loss of the bridge, would rest upon them, and not with the executive Government; and in that view he would leave the Council to admit or reject this clause.

Perhaps it was not desirable that this question should be decided in this hurried and off-hand way: it was desirable that more full consideration should be given to it; and although he had now moved for the insertion of this clause in order that it might be discussed, it might be considered desirable that the final consideration of it should be postponed. In the meantime he hoped hon'ble members would now say what they had to say on the subject, and so far as the question could now be discussed to-day, that we should now discuss it.

MR. ROBINSON said the manner in which His Honor the President had put the amendment of clause 3, and which he (Mr. Robinson) understood was to be ultimately proposed for the consideration of the Council, was one which he thought all the members of the Council must fully appreciate. As he understood the amendment, it maintained fully the principle contained in clause 3 of the original Bill, to which he had objected as a member of the select committee. He would therefore make a few remarks on the general subject of the scheme for the construction of a floating bridge.

A floating bridge was originally proposed to be made by a Company. He was not one of the first projectors of the bridge, or in any way concerned with the original design; but when that design had been matured, and arrangements had been made for the submission of a distinct proposition to the Government of India, asking its sanction for the construction of a floating bridge, the gentlemen who originated it came to him and asked him to join them in the enterprise. He did so, and from that time he had been aware of the communications that had taken place with the Government of India on the subject. He believed that at first there was a general idea that the bridge would pay, and that consequently the Government of India thought that the best thing they could do would be to make the bridge themselves. When he took up the subject he was not told that in so many words. But what he understood was, that the work being looked upon as an imperial work—not a local work for the benefit of Calcutta, but for the benefit of the public in general who travelled by the East India Railway, and who carried on business over the whole of India through the agency of the Railway Company—it was considered that the undertaking should be an imperial one, and that the public should be taxed at all events as little as possible for the use of this bridge, for which it was clear they must pay if it were constructed by a Private Company for the purpose of profit. In point of fact, the term used was that it was to be a "free bridge." That was subsequently changed, and a scheme was devised of bringing the Railway Company into the question, and allowing them to collect tolls for the bridge. It appeared to him that in the way this arrangement was proposed to be carried out with the East Indian Railway Company, instead of the bridge being in any way free, or instead of the public being in any way taxed or troubled by the bridge to a less degree than they would have been had it been constructed by a Company, a most ingenious contrivance had been hit upon to make the bridge a tax upon the public by introducing the plan that every one using the railway should pay, whether they used the bridge or not.

Now, with regard to the principle of charging for all goods simply because they came into a railway station, he should be extremely sorry to see this Council commit itself to a principle which he believed was utterly unheard of hitherto. Surely, it was striking at the root of all commercial arrangements if men engaged in business were made to pay for the benefit of that which they did not use or require to use. Putting the matter in a practical way, he would say this: Suppose he imported a hundred bales of piece goods from Europe and landed them at Howrah, where he carried on his business. Three months after he had landed them there, he required to send them up to Delhi, and because he wanted to send them to Delhi, he was made to pay something, however small, for the use of this bridge. Putting it in that plain and simple way, he never could reconcile himself to vote for such an unusual and unfair charge upon commerce.

Another objection from a commercial point of view was this: This charge was to be a uniform one of so much per ton for everything, whether it was worth a rupee or a hundred rupees. This was a principle quite new and utterly unjustifiable. He did not think that such a principle as this was ever sanctioned by legislation in any country in the world. There must be some difference of charge imposed on goods of great value and goods of less value; and this applied especially with regard to coal, which was here of very little value. The price of coal was now but twenty shillings per ton, and, as he understood it, they would be made to pay for the construction of this bridge about six pence per ton, or two and a half per cent., on the

value of all coal brought into Howrah. Moreover, on this special article it would be a totally gratuitous tax; because it happened that the amount of coal brought to Howrah was very large, and the amount of coal which found its way into Calcutta was extremely small. The bulk of the coal was used on the other side of the river—on board of steamers, and in mills and factories far beyond the limits of the port. In that instance there would be a special tax fixed upon this article of coal for a purpose from which the trade in it derived no sort of benefit whatever.

It had been put very forcibly before us that, if we did not agree to this extraordinary imposition of charge, the bridge could not be constructed at all. Well that, he must take leave to say, was correct as the matter stood now; but referring to what he had said before as to the original project for constructing a bridge, the projectors (and he believed the parties were quite ready and able still to construct the bridge) never made any demand of this kind, and he was certain they never contemplated making it, and it had never entered into their minds to ask the Government to make any such exceptional charge upon the public. But they would be perfectly satisfied to construct the bridge on the faith of making a very excellent profit out of the ordinary tolls on the traffic on the river. It seemed to him, if he was not going beyond his proper province in making the remark, that the principle on which the Government desired to construct works of this kind was one on which they could never on any possibility be carried out. It seemed to him that somebody was wanted to say that, if this bridge was made at a certain cost, it would yield a certain return. He thought that it was utterly out of the power of man, either with regard to this bridge, or with regard to any work of the kind which ever was constructed or ever would be constructed, to answer any such question closely. He knew that in commercial enterprises men did not look, whether such enterprises consisted in the construction of a bridge or a railway or a canal, simply to the existing facts, and to make hard calculations upon paper that there was a certain amount of traffic on a certain line of communication, and that this traffic would give a certain amount of profit on a stated expenditure. No commercial man ever limited his view to such calculations. But what every man did look to was the general improvement of the traffic the contemplated work was intended to assist. He took a broad and general view of the resources of the country through which his work was to pass, or of the places it was to connect, and he looked to that improvement which experience showed was always brought about by works judiciously entered upon, and he depended upon that improvement almost as much as on existing data for profits to be derived from the construction of the work.

It seemed to him that if this Council consented to the principle of this clause, it would even then be no satisfactory assurance that the construction of this bridge would be permanently profitable. He thought that not only was the principle contained in this section one to which this Council could not be expected to assent, but he also thought that it was one which was entered upon on entirely mistaken premises; and with great respect to the views of those who thought differently, and who would wish to see this principle carried out, he must say that he must offer to it to the last his most strenuous opposition.

MR. WORDIE said it appeared to him clear that the first principle in arranging for the maintenance of works of this description was that those who used them should pay for the benefit they derived from them, and that any other principle was unjust and unfair. The proposal made in this third section was that commercial interests were to be specially taxed for the benefit of the public at large. That such a proposal should not be opposed by the general public did not occasion him surprise; but certainly amongst the commercial community the feeling was adverse to the proposition, and he did not understand how it could be otherwise. That the Railway Company also did not object, was not to be wondered at. It seemed to him that neither the sanction nor the dissent of the Company could form an argument in the matter, for they were under no guarantee to the Government to bear a part of the expense, and the concession they made of collecting the dues without charge was for their own convenience as well as for that of the public using their line. It was pointedly put to the Council that if this clause was not accepted, there would be no bridge at all. He would meet such a question by saying, let there be no bridge, if it was to be raised on such an inequitable basis. He did not hesitate to assert that the principle contained in the proposed clause would meet with universal dissatisfaction amongst the mercantile community, and that the general feeling would be rather to suffer the inconveniences which now existed than willingly to submit to this new evil.

Then again, it was stated that the matter was wholly one of profit and loss. If it could be shown that from the tolls and dues raised in any other manner than that proposed by the Bill, the expense of the maintenance of the bridge would be met and leave some profit, then he understood that this section would be abandoned. The report of the Port Trust Commission, he believed, showed pretty clearly that another mode could be devised whereby the principle complained of might be expunged. He did not know whether that report had been circulated to the members of this Council, and for that reason he agreed that it would be well to postpone the section till the information supplied by the report had been duly considered by members. If it happened that the views expressed in the report met with the approval of the Council, he hoped that the proposal made by the Commissioners would be adopted, and that the principle which had caused so much dissatisfaction would be given up, and the erection of the bridge proceeded with.

MR. SCHALCH said, having as a member of the select committee on this Bill, and as a member of the Port Trust Commissioners, to whom the question had been referred, recorded his opinion against the expediency of this proposition, he would wish to say a few words on the subject. The view taken by the commercial members of this Council had been so distinctly stated, that it was not necessary for him again to refer to it. He would merely say that when this subject was under the consideration of the Port Trust Commissioners, they consulted the Chamber of Commerce, whose opinion was most decidedly against the adoption of this mode of charge, and that opinion was most thoroughly and entirely concurred in by every member of the Commission. And he was quite certain, as far as he was concerned, although he was an official member of the Council, that it was his duty to support it.

And here he would, with all due deference, beg to offer a remark or two upon what had been stated when the new section was laid before them, namely, that the responsibility of the project falling through would rest on those members of this Council who objected to this principle. He did not think that that could be fairly said, unless the conditions which they rejected were just and honest. But he thought that when the conditions to which they were required to assent were of a doubtful nature, it was the duty of hon'ble members to consider whether those principles were proper or not, and whether they could vote for them; and if they found that they could not do so, he did not think they could be justly charged with having caused the project to fall to the ground, because of their non-acceptance of those conditions. But it struck him that a compromise might be effected which would meet the views of those members of the Council who were opposed to this principle. Hon'ble members who were in the Council at the time of the passing of the Port Improvement Act, would remember that the Government of that time—that was to say, the Government of India—in view to guarding themselves against any possibility of loss, were very desirous of introducing a provision for the increase of the income of the Commissioners by imposing a due on all goods landed or shipped at the port, to such a sum as would provide against the possibility of any loss to the Government. Considerable opposition was made to that proposal, and at last a compromise was made by the introduction of a provision whereby the Government took power to force the Commissioners to place additional tolls on all goods entering or leaving the port, whether discharged or laden at the Commissioners' wharves or not, in the event of the annual income of the Commissioners proving insufficient to cover their liability. Very great opposition was made at the time to that proposition; but as it was felt by hon'ble members that there was a very great probability—almost a certainty—that the ordinary tolls charged on goods landed by the Commissioners would cover their liability, that proposition was accepted, looking to the fact that without such a provision no Port Commission would ever have been created. The result had been, that instead of the receipts from the landing of goods being insufficient, they had proved much greater than had been anticipated; and he might say that now there was no probability of the Commissioners incurring any loss, or of that provision coming into effect.

Why, then, should there not be made in this Act some similar provision? Why not let tolls be fixed on all goods and passengers using the bridge, with a provision that if the proceeds were not sufficient to cover the liability attaching to the bridge, a terminal tax should then, and in that case only, be put upon those goods leaving or entering the Howrah Station which did not use the bridge? Of course the principle would be equally obnoxious; but taking a sanguine view of the matter, he thought the provision would never be required at all, and it would enable the project to be carried out. He merely threw this out as a suggestion, which the commercial members might probably think it worth while to take into consideration. The proposition to make all goods liable to the charge was founded upon the idea that unless that be done, the proceeds from the bridge would not be sufficient to cover the liability. The Port Trust Commissioners had in their report somewhat fully entered into that question, and had shown good grounds for believing that in the manner they proposed that the funds should be obtained, it would be unnecessary to have recourse to such an obnoxious charge. He believed that that report had not been circulated to the Council, but he thought it was of great importance that it should be circulated before they came to any decision upon the question; and he would therefore strongly urge that the consideration of this question should be postponed until hon'ble members had had time to study the proposals made by the Port Trust Commission. He should be sorry to have the matter finally decided now, because, after the views expressed by the commercial gentlemen, and the recommendations made by the Port Trust Commission, he felt himself bound to support the views of the commercial community against the imposition of the proposed charge.

HIS HONOR THE PRESIDENT said, before we conclude the discussion upon this clause, he should like to say a few words with reference to what had fallen from the commercial members of the Council. He should like to repeat in emphatic terms what he had stated to be the gist of the question, namely, that we should not get the money unless we gave some such guarantee as that proposed by the clause which he had the honor to lay before the Council, or another guarantee such as that suggested by the hon'ble member who had just spoken. He might mention to the Council, without any breach of confidence, that on the very day before the Viceroy left Calcutta, he had an interview with His Excellency in the capacity of the advocate of the interests of Bengal, and he had urged as strongly as he fairly could that a

bridge of this kind must to a certain extent be a matter of speculation; that it was not possible to specify very accurately what the proceeds from it would be, but still there was reason to expect a good return from the ordinary tolls; and he submitted that it would very much facilitate our progress if the Government of India would consent to advance the money on that security. But he was sorry to state to the Council that His Excellency's opinion upon this point was so emphatic, that there was not the slightest hope of moving His Excellency or the Government of India in that matter; and therefore, His Honor repeated, whether the conclusion of the Government of India was right or wrong, it was a conclusion which we could not hope to shake, and unless we could give some collateral security for the re-payment of the capital, we should not have a bridge as now designed under present arrangements.

An hon'ble member had alluded to proposals for the construction of a bridge as an imperial undertaking. If we had induced the Government of India to take this view, it would perhaps have led to wider discussions; because after all this bridge was a Calcutta bridge, and one could not say that the people of Bombay or Madras were very much interested in it. In fact, now that he had done his best for Bengal, and since the question had passed his hands, he thought he might say that we might fairly be called upon to put our shoulders to the wheel and build the bridge as we could, either from funds supplied by local means, or in any other way which could possibly be suggested. At one time, no doubt, it was proposed by the Government of India that this bridge should be a free bridge. But he found, on looking into the correspondence, that the proposal was to make the bridge free to the inhabitants of Calcutta on the condition of this terminal charge upon the East Indian Railway Company. It was sanguinely hoped that this terminal charge would suffice to meet the expenses of the bridge; but it was well known that when we were in the hands of eminent engineers estimates were apt to swell, and it so happened that in this case the estimate had swollen, and it was then found necessary to tax the local traffic to a moderate extent. To that determination, he thought, no exception could be taken. The Government of India very long clung to their anxious wish that foot passengers should go free; but that also it was found necessary to abandon. But, at the same time, His Honor must express his opinion that the calculations of the Port Trust Commissioners in respect of the funds to be raised from foot passengers were over-sanguine. He would not, however, enter further into that question at present.

It seemed to him that the main question had been most fairly met by the hon'ble member on the right (Mr. Wordie), who said that if we could not have the bridge except on the terms proposed, we could not have it at all. That was the clear and distinct opinion of the hon'ble gentleman, who accepted the responsibility in that shape. It seemed to His Honor that in reality the hon'ble gentleman did not differ from the views of the hon'ble member on the left (Mr. Schaleh), who said that this objection was a reasonable objection, and therefore, if we reject the project upon this ground, we cannot be blamed for it. His Honor had not used the word "responsibility" in an offensive sense at all; all that he did say was, that in a certain sense they were the best judges of their own interests; it was free to them to reject the Bill if they chose, but then, he said, the responsibility of that decision rests with you as a matter of judgment, and not as a matter of misconduct; don't afterwards complain that you have not got the bridge.

Then another proposition had been thrown out by the hon'ble member on the left (Mr. Schaleh): that was a proposition which seemed to His Honor to be one which we could very fairly consider. It was a proposition of the same kind as that which he had placed before the Council, that a tax should be levied upon all goods entering into or going out of the railway station at Howrah. Well, the proposition which had been suggested was that a tax should be levied upon all goods entering into or going out of the port of Calcutta.

[Mr. SCHALEH explained that what he suggested was that the capital charge should be made upon those using the bridge, and that in case the proceeds from such charge should not be sufficient, the deficiency should be met by a tax on all goods coming into or going from the Howrah station.]

His Honor proceeded—He thought that would come to very much the same thing as his own proposition, as eventually the charge would be levied on all such goods, and he was perfectly ready to accept it as far as he was concerned.

Then, with reference to the observations made by the hon'ble member on the right (Mr. Wordie), His Honor was free to admit that though with the rejection of this Bill the construction of a bridge on the present plan would fall to the ground, it did not necessarily follow that we should never have any bridge at all. All that he did submit was, that the present project would fall through, and that at all events we could not have a bridge immediately.

His Honor would also say, with reference to the remarks that fell from the other hon'ble member on the right (Mr. Robinson), that he believed it was a condition insisted upon by the Company who projected this bridge—and that condition would be likely to be insisted upon by other Companies—that very much heavier tolls should be charged on goods crossing the bridge than those now proposed to be levied.

[Mr. ROBINSON explained that the proposition made was that the Company would accept such tolls as the Government would allow them to charge.]

HIS HONOR continued—It would rest with the Company, if they thought it would be advantageous to them, to take the tolls at the amount proposed by the Government; and if the Council thought that there were any great advantages in making a bridge by means of a Company (His Honor was inclined to think that there were great disadvantages), that might be an element in their minds in deciding against the present proposal. But he thought that any Company that could be got up, would insist on levying heavier tolls than those which it was now proposed to levy.

HIS HONOR would then submit to the Council that they should permit this section, which he had proposed as section 3, to be printed, and that its consideration should be postponed for a fortnight, during which time the report of the Port Trust Commissioners would also be circulated.

The consideration of the proposed section was then postponed.

The consideration of section 3 was postponed.

A verbal amendment was made in section 4.

Sections 5 and 6 were agreed to.

The consideration of section 7 was postponed.

Section 8 was agreed to.

A verbal amendment was made in section 9.

The consideration of sections 10 and 11 was postponed.

On the motion of Mr. Cowie, section 12 was omitted.

Sections 13, 14, 15, and 16, were agreed to with verbal amendments.

The consideration of section 17 was postponed.

Verbal amendments were made in section 18.

Sections 19, 20, and 21, were agreed to.

The consideration of section 22 was postponed.

Section 23 was agreed to.

The consideration of section 24 was postponed.

Sections 25 to 31 were agreed to.

HIS HONOR THE PRESIDENT said he wished to understand whether, before the Bill was submitted for the consideration of the public, hon'ble members thought it desirable to propose any alterations in the schedule, subject of course to further consideration.

MR. WORDIE said the difficulty was in regard to knowing on what data the tolls or rates were to be charged. The scale of tolls would, he thought, depend greatly upon the consideration as to what goods were to be liable to the charge; and that was a consideration which affected the proposed section 3, the consideration of which had been postponed. There were two different bases on which the charges might be made. He thought, therefore, that the consideration of the schedule should be postponed.

HIS HONOR THE PRESIDENT said, the arrangements originally proposed by the Government of India were made on the supposition that the bridge could be constructed for £150,000, and on that supposition they were satisfied that the tolls proposed to be levied would be sufficient. But the estimates had since increased to £182,000. It was suggested to the Government whether, under the modified estimates, the arrangements proposed would sufficiently secure the money to be advanced; and there was an additional difficulty in that respect. He quite agreed that one state of things depended upon the other; and it was therefore that he threw out for the consideration of the Council that if they thought that these local rates could or ought to be properly raised, we should be in a better position to deal with the scheme, and the public would be in a better position to consider the matter. It appeared to him that before we had done with the consideration of the Bill to-day, it would be very desirable to settle the rates which hon'ble members thought it fair to charge for goods and passengers crossing the bridge, without any reference to the railway traffic. But if it was the opinion of the Council that the consideration of the schedule should be postponed, he would offer no objection to that course.

The consideration of the schedule, and the further consideration of the Bill, were then postponed.

HIS HONOR THE PRESIDENT said, that before adjourning the Council, he would state that he had that morning received a letter from the Hon'ble Mr. Cowie, announcing his resignation of his seat in this Council. The Council were probably aware that this calamity had been looming in the distance; that it was, in fact, inevitable in consequence of the departure from his country of the hon'ble gentleman who had been the stay and backbone of this Council for many years. HIS HONOR had alluded on a late occasion to the loss of a gentleman eminent in the administrative service of the Crown, who had been a member of this Council. He should say that if our regret on that occasion could be exceeded, it was on this occasion, on which we were to lose a member who was not only an important member of society and of the Government, but who was also a gentleman who had been the very backbone of this Council for a very long time, if not quite from its foundation up to the present time. How we should get on when we lost the services of the Hon'ble Mr. Cowie, time alone could determine. He was quite sure we should not be able to get on so well as we had gone on hitherto. We should have immense difficulty in obtaining such assistance as he

had so constantly given us. We must trust that the other eminent gentleman who would shortly take his seat in this Council would do what he could for us; but His Honor believed that there was hardly any gentleman who by experience, by energy, and by the will to assist, was so qualified as the hon'ble gentleman we were about to lose; and he was quite sure, and he believed he was expressing the sentiments of every hon'ble member present, that it was with the most extreme regret that we should lose him from this Council.

The Council was adjourned to Saturday, the 29th instant.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 8th to 14th April 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			lb	Miles.	In		
April ..	8th	29.729	93.0	78.6	147.0	81.3	80.3	77.5	0.81	S by E & S	..	194.1	..	..	Cirri, cirrostrati, and scuds.
	9th	769	83.2	80.5	138.0	83.7	80.0	77.4	.82	S by W & S	..	198.3	..	..	Chiefly stratus.
	10th	839	93.3	80.8	149.0	85.5	80.6	77.2	.77	S by W, S S W & S by E	..	210.0	..	..	Scuds, cirri, and clear.
	11th	881	92.7	78.7	140.8	84.9	80.6	77.6	.80	S & S by W	..	211.0	..	..	Clear and cirri.
	12th	841	94.5	79.5	115.0	85.3	80.8	77.0	.78	S & S S W	..	215.7	..	..	Clear and cirri.
	13th	757	94.2	80.5	144.8	85.4	80.5	77.1	.77	S by W & S	..	217.5	..	..	Stratus and clear.
	14th	716	93.6	79.4	145.0	85.0	80.4	77.2	.78	S S W & S	..	200.4	..	..	Cirri, and cirro-cumuli. Lightning from 9 to 11 P.M.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column ten represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	15.9
The max. temperature during the past seven days	...	94.5
The max. temperature during the corresponding period of the past year	...	95.4
The mean humidity during the past seven days	...	0.79
The mean humidity during the corresponding period of the past year	...	0.73
		Inches.
The total fall of rain from 8th to 14th	... { by lower rain gauge	Nil
	... { by anemometer gauge	Nil
Ditto, average of seventeen previous years	...	0.34
Ditto, between the 1st January and the 14th April	...	8.75
Ditto, ditto ditto, average of 17 years	...	3.26

The 15th April 1871.

GOPEKNAUTH SEN,
In charge of the Observatory.

Meteorological Telegraphic Report for the period 9th to 15th April 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. = 100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	April.	10	29.825	29.813	84.7	80.7	83	S by W	...	...	S	scuds from S by W
	9th	16	29.720	29.744	87.0	81.5	77	S by W	...	...	S	scuds from S by W
	10th	10	29.910	29.927	86.3	80.7	77	S S W	...	...	K	
	11th	10	29.817	29.835	83.0	82.3	61	S by E	...	...	C	
	11th	10	29.913	29.901	87.0	81.5	77	S by W	...	...	K	
	12th	10	29.912	29.830	92.0	81.5	63	S	...	...		b
	12th	16	29.915	29.933	88.3	82.5	78	S S W	...	...		b
	12th	16	29.773	29.791	93.1	82.5	60	S	...	...	C	
	13th	10	29.825	29.843	87.9	82.0	70	S by W	...	...		b
	13th	16	29.889	29.707	92.3	81.4	60	S by W	...	...		b
	14th	10	29.745	29.783	88.3	83.0	74	S S W	...	...	CS	
	14th	16	29.662	29.680	89.0	82.5	71	S by W	...	...	C, CS	
	15th	10	29.820	29.838	83.5	80.8	89	S S W	...	...	K	
	15th	16	29.698	29.716	90.0	78.0	56	S by W	...	0.02	KS	
SAUGOR ISLAND.	9th	10	29.820	29.835	86	82	83	S	17.5*	...	N	m
	9th	16	29.757	29.713	86	82	83	S	15.0*	...	NN	m
	10th	10	29.906	29.912	86	82	63	S	11.0*	...	NN	m
	10th	16	29.859	29.866	88	83	80	S S E	12.7*	...	NN	m
	11th	10	29.969	29.975	87	82	70	S S E	11.6*	...	NN	m
	11th	16	29.843	29.849	87	83	83	S S E	16.1*	...	NN	m
	12th	10	29.944	29.954	87	82	79	S	12.6*	...	NN	
	12th	16	29.806	29.812	88	82	76	S	15.2*	...	NN	b
	13th	10	29.847	29.853	87	82	70	S S E	11.1*	...	NN	b
	13th	16	29.738	29.744	88	82	76	S S E	15.7*	...	NN	b, m
	14th	10	29.808	29.814	88	83	80	S	11.3*	...	NN	b, m
	14th	16	29.711	29.717	89	81	83	S S W	19.1*	...	NN	b, m
	15th	10	29.780	29.786	88	82	76	S S E	12.2*	...	NN	b, m
	15th	16	29.694	29.700	87	81	76	S E	12.4*	...	NN	b, u, o, t
CHITTAGONG.	9th	10	29.784	29.898	87	83	83	S S E	8.9*	...	K	b, m
	9th	16	29.709	29.815	86	82	83	S S W	15.0*	...	CS	b, m
	10th	10	29.845	29.875	87	83	83	S W	9.1*	...	K	b, m, q
	10th	16	29.835	29.948	85	82	87	W	22.0*	...	CK	b, m, q
	11th	10	29.937	29.947	88	85	87	S W	6.0*	...	K	b
	11th	16	29.829	29.939	87	84	87	W S W	14.9*	...		b, m
	12th	10	29.897	29.907	87	84	87	S S W	6.2*	...		b, m
	12th	16	29.780	29.890	87	83	43	S W	11.5*	...	K	b, m
	13th	10	29.788	29.808	87	83	83	S S E	6.9*	...	K	b, m
	13th	16	29.681	29.770	87	83	83		14.3*	...		b, m
	14th	10	29.766	29.876	88	81	83	S W	7.7*	...	K	b, m
	14th	16	29.684	29.793	86	83	87	W	16.7*	...	K	b, m
	15th	10	29.736	29.845	88	81	83	S	9.6*	...		b, m
	15th	16	29.719	29.830	79	77	90	N E	17.9*	...	KS	u, t, q
MADRAS.	8th	10	29.900	29.930	91	79	50	S S E	11*	...		b
	8th	16	29.753	29.783	88	78	62	S S E	11*	...		b
	9th	10	29.889	29.929	89	77	56	S S E	15*	...		b
	9th	16	29.782	29.812	88	78	62	S S E	1*	...		b
	10th	10	29.903	29.922	90	79	59	E S S	8*	...		b
	10th	16	29.886	29.916	89	80	66	E	12*	...		b
	11th	10	30.011	30.071	89	79	62	E	8*	...		b
	11th	16	29.930	29.960	88	78	62	S S E	9*	...		b
	12th	10	30.005	30.035	91	78	53	S S E	7*	...		b
	12th	16	29.850	29.889	87	78	65	S S E	13*	...		b
	13th	10	29.925	29.955	90	79	59	S S E	12*	...		b
	13th	16	29.787	29.817	87	78	65	S S E	12*	...		b
	14th	10	29.903	29.933	91	79	56	S S E	11*	...		b
	14th	16	29.768	29.798	87	79	68	S S E	14*	...		b
CUTTACK.	8th	10	29.691	29.772	90	80	63	S W	...	...		Fair.
	9th	10	29.670	29.752	89	81	69	S S W	...	...	N	b
	9th	16	29.770	29.751	92	74	39	S S W	...	...		Fair.
	10th	10	29.688	29.709	93	77	15	S	...	...		b
	10th	16	29.869	29.950	90	74	41	W	...	...		Fair.
	11th	10	29.731	29.811	104	73	18	S S E	...	...	C, K	Fair.
	11th	16	29.768	29.849	93	82	60	N N E	...	...		Fair.
	12th	10	29.670	29.751	93	79	51	S	...	...		d
	12th	16	29.759	29.840	93	84	67	S W	...	...		b, t, fair.
	13th	10	29.612	29.693	99	79	38	S S W	...	...	K, CK	Fair.
	13th	16	29.688	29.769	93	81	57	S W	...	...		Fair.
	14th	10	29.608	29.689	95	73	31	S E	...	...	N, CK	b, t, t
AKYAB.	9th	10	29.925	29.940	86	79	72	W N W	1	...	K	b
	9th	16	29.832	29.847	87	80	72	W	1	...		b
	10th	10	30.017	30.032	84	70	79	W	1	...	K	b
	10th	16	29.915	29.930	87	80	72	W S W	1	...		b
	11th	10	30.031	30.044	87	79	68	W S W	1	...	K	m
	11th	16	29.909	29.924	88	81	72	W	1	...	K	m
	12th	10	30.017	30.032	84	70	79	S W	1	...	K	b
	12th	16	29.892	29.877	87	79	68	W N W	1	...		b
	13th	10	29.917	29.932	85	78	71	S	1	...	K	b
	13th	16	29.793	29.808	87	80	72	W	2	...		m
	14th	10	29.909	29.917	87	79	68	W S W	1	...	K	b
	14th	16	29.793	29.808	87	80	72	W S W	1	...	K, N	b
	15th	10	29.882	29.897	86	79	68	S S W	1	...	CK	b
	15th	16	29.731	29.746	88	81	72	S W	1	...	CS	b

* Velocity of wind in miles per hour.

CALCUTTA,
The 15th April 1871.HENRY F. BLANFORD.
Meteorological Reporter to the Government of Bengal.

Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.

DIVISION.	Stations	Rainfall from 27th March to 2nd April 1871.	Rainfall from 3rd to 9th April 1871.	RAIN FROM 1st JANUARY 1871		REMARKS.
				Rain	Up to date.	
CUTTACK.	Cuttack { Telegraph Office .. Jail ..	2.00 Not received	Nil ditto	2.70 0.90	9th April 1871 ditto	Not received 27th Mar to 2nd April.
	False Point ..	ditto	Not received	3.45	5th Mar 1871	
	Jagpore ..	Nil	ditto	0.50	2nd April 1871.	
	Kendraparah ..	ditto	ditto	1.10	ditto.	
	Jagatsinghpore ..	ditto	ditto	5.10	ditto.	
	Sambalpur ..	ditto	Nil	1.05	9th April 1871	
	Bahara ..	ditto	0.00	2.38	ditto.	
CHOTA NAGPUR.	Bhandara ..	Not received	Not received	0.27	26th Feb. 1871.	
	Poore ..	ditto	ditto	2.14	26th Mar 1871	
	Khondah ..	ditto	ditto	1.00	12th Mar. 1871	
	Hazareebagh ..	Nil	0.08	1.14	9th April 1871	
	Burra ..	ditto	Nil	0.08	ditto	
	Pachamba ..	ditto	ditto	1.11	ditto	
	Rancha ..	ditto	ditto	2.13	ditto.	
PAINA.	Palanow ..	ditto	ditto	0.61	ditto	
	Papara ..	ditto	ditto	2.38	ditto.	
	Chyabassa ..	ditto	0.16	3.29	ditto.	
	Panna ..	ditto	Nil	0.09	ditto.	
	Behar ..	ditto	ditto	0.11	ditto	
	Bah ..	ditto	ditto	0.37	ditto	
	Dumora ..	ditto	ditto	0.03	ditto.	
BRADPORE.	Gy ..	ditto	ditto	0.33	ditto.	
	Shalghatta ..	Not received	Not received	0.16	26th Feb. 1871	
	Nowaden ..	ditto	ditto	1.09	5th Mar 1871	
	Arungabad ..	Nil	Nil	0.13	9th April 1871	
	Chumputa ..	ditto	ditto	0.18	ditto	
	Chumputa ..	ditto	ditto	Nil	ditto	
	Sewai ..	ditto	ditto	2.98	ditto.	
RAJAHMUNDRY.	Mozzile ..	ditto	ditto	0.01	ditto.	
	Durbin ..	ditto	ditto	0.13	ditto.	
	Sestam ..	ditto	ditto	3.75	ditto	
	Patore ..	Not received	Not received	0.26	9th Mar 1871	
	Ar ..	Nil	Nil	0.09	9th April 1871	
	Sax ..	ditto	ditto	0.23	ditto.	
	Sasseram ..	Not received	Not received	Nil	19th Feb 1871.	
BRADPORE.	Bhadra ..	Nil	Nil	0.13	9th April 1871.	
	Senares ..	ditto	0.50	1.25	ditto.	
	Bhadra ..	ditto	Nil	0.65	ditto.	
	Mudley ..	ditto	0.21	2.01	ditto	
	Bh ..	Not received	Nil	1.35	ditto	
	Mong ..	Nil	ditto	0.6	ditto	
	Jam ..	ditto	ditto	1.78	ditto	
RAJAHMUNDRY.	Beg ..	ditto	ditto	0.10	ditto.	
	De ..	ditto	ditto	0.02	ditto.	
	Jam ..	ditto	ditto	1.01	ditto	
	R ..	Not received	Not received	2.29	26th Mar 1871	
	P ..	0.64	Nil	1.10	30th April 1871.	
	B ..	Nil	ditto	0.01	ditto.	
	N ..	ditto	0.14	1.50	ditto	
RAJAHMUNDRY.	Y ..	0.00	0.00	1.10	ditto	
	B ..	0.24	Not received	4.23	2nd April 1871	
	M ..	Nil	0.8	1.01	9th April 1871	
	B ..	ditto	0.26	1.50	ditto.	
	J ..	ditto	0.20	1.29	ditto.	
	L ..	ditto	0.12	1.18	ditto	
	S ..	ditto	0.31	2.80	ditto.	
RAJAHMUNDRY.	C ..	ditto	0.62	4.23	ditto.	
	S ..	0.03	Nil	2.34	ditto.	
	R ..	Nil	0.30	0.60	ditto.	
	B ..	1.16	0.21	4.88	ditto	
	T ..	Nil	Nil	3.22	ditto.	
	B ..	ditto	1.03	3.83	ditto.	
	C ..	ditto	1.11	5.18	ditto.	
RAJAHMUNDRY.	C ..	ditto	0.83	3.65	ditto	
	B ..	ditto	0.38	1.02	ditto.	
	J ..	ditto	Nil	3.73	ditto.	
	R ..	ditto	0.09	2.15	ditto	
	S ..	ditto	Nil	2.25	ditto	
	H ..	ditto	ditto	5.13	ditto	
	S ..	ditto	0.18	0.18	ditto	
RAJAHMUNDRY.	L ..	ditto	2.74	9.11	ditto	
	M ..	ditto	0.15	7.51	ditto.	
	C ..	ditto	0.16	2.34	ditto.	
	G ..	ditto	0.95	4.09	ditto	
	T ..	ditto	1.83	14.11	ditto	
	B ..	ditto	1.03	3.83	ditto.	
	C ..	ditto	1.11	5.18	ditto.	
RAJAHMUNDRY.	C ..	ditto	0.83	3.65	ditto	
	B ..	ditto	0.38	1.02	ditto.	
	J ..	ditto	Nil	3.73	ditto.	
	R ..	ditto	0.09	2.15	ditto	
	S ..	ditto	Nil	2.25	ditto	
	H ..	ditto	ditto	5.13		

DIVISION.	Stations.	Rain from 1st Jan. to 2nd April 1871.	Rainfall from 30th to 31st April 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.— (Continued)	Saugor Island ...	Nil	0.70	4.10	9th April 1871	
	Calcutta ...	ditto	2.50	8.75	ditto.	
	Alipore { Jail ...	ditto	2.57	7.90	ditto.	
	Alipore { Hospital ...	ditto	2.12	7.66	ditto.	
	Barackpore ...	Not received	0.21	0.63	ditto.	Not received 27th Mar. to 2nd Apl.
	Dum Dum ...	ditto	1.47	7.85	ditto.	ditto.
	Baranet ...	ditto	Not received	5.71	23rd Mar. 1871	
	Salkhetah ...	0.13	0.16	8.94	9th April 1871	
	Busseehant ...	0.11	0.84	6.77	ditto.	
	Diamond Harbour ...	Not received	1.20	8.58	ditto.	ditto.
Dacca.	Barriopore ...	ditto	2.62	6.23	ditto.	ditto.
	Dacca { Telegraph Office ...	0.12	Not received	5.11	2nd April 1871	
	Dacca { Jail ...	Nil	1.10	1.80	9th April 1871	
	Barrisahi ...	ditto	0.85	1.96	ditto.	
	Dowlat Khan ...	0.02	0.74	2.71	ditto.	
	Peonacane ...	0.15	Nil	4.16	ditto.	
	Malamore ...	Nil	0.65	5.28	ditto.	
	Kumestmore ...	0.13	0.13	6.06	ditto.	
	Mamunang ...	0.13	0.15	3.29	ditto.	
	Jamshirda ...	0.15	0.23	0.19	ditto.	
CHITTAGONG.	Attenu ...	0.22	Nil	8.98	ditto.	
	Kishorgunga ...	0.15	ditto	2.61	ditto.	
	Syne ...	3.14	6.30	12.81	ditto.	
	Casim ...	2.67	7.61	15.23	ditto.	Not received 2nd to 26th Mar
	Hylakandy ...	1.35	Not received	6.19	2nd April 1871	from 13th Feb. and not received 2nd to 26th Feb and 6th to 19th March
	Koyah ...	1.37	ditto	3.95	ditto.	
	Chitragong { Telegraph Office ...	Nil	0.40	4.40	9th April 1871	
	Chitragong { Jail ...	ditto	0.61	1.15	ditto.	
	Cox's Bazar ...	ditto	Not received	5.61	2d April 1871	
	Kangra ...	Not received	ditto	0.01	24th Feb 1871	
CROCK BHAIR.	Norokoy ...	Nil	1.00	1.08	9th April 1871	
	Tinnetah ...	0.13	0.42	3.21	ditto.	
	Brahmabarrah ...	1.02	0.46	4.55	ditto.	
	Akyab ...	Nil	Nil	0.80	9th April 1871	
	Bura ...	Not received	1.60	1.90	ditto.	Not received 2nd Mar to 2nd Apl.
	Gowalnarah ...	0.24	1.82	6.13	ditto.	
	Dhobies ...	0.50	2.90	3.10	ditto.	Not received 12th Feb to 5th Mar, and not received 13th to 26th March
	Toora (Garo Hills) ...	0.51	Not received	1.13	2nd April 1871	
	Darjeeling { Telegraph Office ...	Not received	ditto	0.17	15th Feb 1871	
	Darjeeling { Jail ...	1.12	Nil	3.54	9th April 1871	
ARUN.	Rangbar ...	Not received	Not received	1.20	28th Feb 1871	
	Falnotah ...	0.58	ditto	2.96	2nd April 1871	Not received 20th to 26th Mar
	Jalpaiguri ...	0.29	0.15	1.65	9th April 1871	
	Boda ...	Nil	1.01	1.17	ditto.	
	Tezpor ...	0.01	6.53	0.61	ditto.	
	Nowzong ...	1.10	3.01	6.25	ditto.	
	Munzolye ...	Not received	Not received	2.87	26th Mar 1871	From 30th Jan.
	Bupettah ...	0.20	ditto	3.10	2nd Apr 1871	
	Gowhatti ...	Nil	1.71	3.91	9th April 1871	
	Seesauror ...	1.01	Not received	9.00	2nd April 1871	
ARUN.	Jorahat ...	0.37	ditto	3.88	ditto.	From 27th Feb.
	Gulchhat ...	1.20	ditto	4.91	ditto.	
	Nazran ...	1.50	ditto	6.77	ditto.	Not received 20th to 26th Mar
	Debraguri ...	Nil	ditto	8.41	ditto.	
	Suddya ...	0.27	ditto	7.47	ditto.	Not received 23rd to 26th Jan.
	Shilong ...	0.02	0.61	0.73	9th April 1871	
	Chetapoonjee ...	0.05	Not received	6.82	2nd April 1871	From 18th Feb.
	Jowu ...	0.60	ditto	5.84	ditto.	
	Samongodding ...	0.25	ditto	1.75	ditto.	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 15th April 1871.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,

DURING THE HALF MONTH 1st TO 14th FEBRUARY 1871.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea level.

BAROMETER.										THERMOMETER.										HUMIDITY.				RAINFALL.					
MEAN OF										MEAN OF										MEAN OF				Inches.	No. of days' rain.				
MEAN OF										MEAN OF										MEAN OF									
Mean.	10 hours.	16 hours.	22 hours.	Range.	Mean.	Max.	Min.	Day.	Θ	Mean of max.	Mean daily range.	Mean of min.	Mean.	4 hours.	10 hours.	16 hours.	22 hours.	Day.	Θ	Absolute range.	Lower Max.	Day.	Θ	Mean.	4 hours.	10 hours.	16 hours.	22 hours.	
110	126
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HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.CALCUTTA,
The 14th April 1871.

Mean Pressures and Temperatures of the Preceding Table Reduced to Sea Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressures reduced to sea level.	Mean temperature reduced to sea level.	WIND.	
			Proportional prevalence Max=100.	Mean direction.
Port Blair	...	Not received.		
Madras	29.974	78.0	40	N 45° W
Vizagapatam	29.953	78.0	55	S 40° E
Akyab	29.933	74.8	51	N 20° W
False Point	29.989	75.7	25	S 70° E
Cuttack	29.945	73.6	10	S 18° W
Saugor Island	29.913	75.4	42	S 38° W
Chittagong	29.952	72.6	27	N 18° W
Calcutta	29.940	73.9	82	S 35° W
Jessore	29.923	71.8	40	N 58° W
Dacca	29.926	74.5	39	S 32° W
Cachar	29.912	70.1	13	S 48° E
Hazareebaugh	29.918	75.4	61	N 70° W
Berhampore	29.921	74.3	43	N 35° W
Patna	29.931	67.5	38	N 61° W
Monghyr	29.860	70.8	28	S 88° W
Darjeeling	30.001	67.4	30	S 57° W
Gowalparah	29.905	71.5	46	S 80° E
Shillong	29.946	69.3	49	S 51° W
Benares	29.915	64.8	24	N 31° W
Koorkee	29.955	68.0	13	N 84° E

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guvot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17, on the preceding page, by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month which shall shew the isobaric and isothermal lines, and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

HENRY F. BLANFORD,

Meteorological Reporter to the Government of Bengal.

CALCUTTA,
The 14th April 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for Week ended 8th April 1871 on 1,270½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.			
	Number of passengers	Coaching receipts			Weight carried	Receipts						
		Rs.	As.	P.	Mds.	Ss.	Rs.	As.	P.	£	s.	d.
Total traffic for the week	112,911	1,930 0 1	18,172	17 10	586 641 0	3,560 084 12	3 11 11	50,787	0 8			
Or per mile of railway		15 12 5	14 3 9			27 3 10		30 13 10				
For previous 13 weeks of half-year	1,391,964	21,255 32 11	191 9 2	3 4	8 020 819 0	50 23 091 11 0	1 11 54 8 0	653,886	11 9			
Total for 14 weeks	1,507,917	23,215 64 1 8	213 9 5	1 2	9,407,451 0	53 81,902 7 0	1 11 54 11 3	706,673	13 5			
COMPARISON.												
Total for corresponding week of previous year	111,299	1,930 0 0	18,234	2 7	783 717 0	4,310 029 2 11	10 47 8 6	53,085	11 1			
Per mile of railway corresponding week of previous year	...	15 14 6	16 2 6			34 5 7	3 1 5	51 7 2				
Total to corresponding date of previous year	1,678,269	29,60,087 11 11	27,311 6 1	10,150,951 50	56,90,574 5 3	5 11 53 16 9	793,906	4 10				

* Rs. 6,668 added account of amount short taken in last week for missing returns.

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for Week ended 8th April 1871 on 223 miles open.

		Rs.	As.	P.	Mds.	Ss.	Rs.	As.	P.	£	s.	d.
Total traffic for the week	6,857	26 58 9 7	2,198 12 11	4,784 30	11 917 0 3	1,358 5 7	3 791 18 6					
Or per mile of railway		119 3 2	10 18 6			61 7 2	6 1 10					
For previous 13 weeks of half-year	62,036	2,16,916 13 6	19 8 4 0 11	7 8 1 1 10	2,16 277 7 3	10,825 8 8	39,700 9 7					
Total for 14 weeks	68,893	2 13,198 7 1	22 020 13 10	7 5 670 0	2,31,035 0 0	21,181 14 3	41,501 8 1					
COMPARISON.												
Total for corresponding week of previous year	2 7071	7,710 12 2	7 96 16 5	2,190 30	11,386 1 5	1,013 14 6	1,750 10 11					
Per mile of railway corresponding week of previous year		34 0 3	3 3 5			51 0 11	4 13 7	7 17 0				
Total to corresponding date of previous year	71,310	2,51,350 3 3	23 019 8 10	697,111 10	1,77,151 19 3	16 239 3 5	30 279 12 3					

* Rs. 4,430 added on account of amount short taken in last week for missing returns from Jubbulpore station.

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for Week ended 8th April 1871 on 159½ miles open.

		Rs.	As.	P.	Mds.	Ss.	Rs.	As.	P.	£	s.	d.
Total traffic for the week	31,292	20 509 11 9	1,867 1 6	150 971 56	23,083 7 41	2 71 11 10	4 111 16 4					
Or per mile of railway		130 2 6	11 18 4			17 1 6	1 9 0					
For previous 13 weeks of half-year	407,886	2,70 511 9 9	2 3 65 11 10	1 695 501 17	3,31,481 14 23	20 11 11 11	5 1,627 3 1					
Total for 14 weeks	415 177	2,70,901 5 6	2 18 52 10 4	1 775 6 8 1 2	3,31,573 5 7	20 11 11 11	5 1,627 3 1					
COMPARISON.												
Total for corresponding week of previous year	25,1701	14 951 12 9	1,571 0 19	114 581 15	29 559 5 11	1,58 1 1 1	3 275 12 11					
Per mile of railway corresponding week of previous year		92 1 1	12 2 1	1 0 0 0	191 8 8	1 11 10	23 14 11					
Total to corresponding date of previous year	393 0101	2,14,574 1 77	22 101 6 9	1 50 745 191	2,52,287 14 41	23 16 7 7	43,527 14 4					

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for Week ended 18th April 1871 on 28 miles open.

		Rs.	As.	P.	Mds.	Ss.	Rs.	As.	P.	£	s.	d.
Total traffic for the week	7 3974	1 331 14 3	123 3 9	13 970 20	403 5 3	4 13 5	163 16 5					
Or per mile of railway		48 15 11	4 8 0	497 1	14 8 0	1 9 0	5 17 0					
For previous 13 weeks of half-year	9614	1 70 14 0	15 1 10	1 876 20	51 2 0	5 12 1	23 14 2					
Total for 14 weeks	8,131	1 332 14 0	133 5 7	15,997 0	462 8 0	43 5 0	184 10 7					
COMPARISON.												
Total for corresponding week of previous year	5,3261	94 2 6	98 8 1	13 617 0	487 0 0	48 14 1	167 2 5					
Per mile of railway corresponding week of previous year		35 2 4	3 10 4	457 0	17 6 4	1 14 5	5 5 5					
Total to corresponding date of previous year	7,907	1,256 6 0	123 12 9	18,465 0	843 3 0	81 6 5	213 19 8					

No. 17



of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, APRIL 26, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

Abstract of the Results of the Hourly Meteorological Observations taken at the Surveyor-General's Office, Calcutta, in the month of March 1871.

LATITUDE 22° 33' 1" north, longitude 88° 20' 31" east. Height of the cistern of the standard barometer above the sea level, 18·11 feet.

MONTHLY RESULTS.

	Inches.
Mean height of the barometer for the month ...	29·850
Max. height of the barometer occurred at 10 A.M. on the 6th ...	30·050
Min. height of the barometer occurred at 5 P.M. on the 15th ...	29·638
Extreme range of the barometer during the month ...	0·412
Mean of the daily max. pressures ...	29·926
Ditto ditto min. ditto ...	29·783
Mean daily range of the barometer during the month ...	0·143
<hr/>	
Mean dry bulb thermometer for the month ...	79·4
Max. temperature occurred at 4 P.M. on the 26th ...	97·7
Min. temperature occurred at 6 & 7 A.M. on the 4th ...	61·0
Extreme range of the temperature during the month ...	33·7
Mean of the daily max. temperature ...	88·7
Ditto ditto min. ditto ...	72·1
Mean daily range of the temperature during the month ...	16·6
<hr/>	
Mean wet bulb thermometer for the month ...	72·2
Mean dry bulb thermometer above mean wet bulb thermometer ...	7·2
Computed mean dew-point for the month ...	67·2
Mean dry bulb thermometer above computed mean dew-point ...	12·2
<hr/>	
Mean elastic force of vapour for the month ...	0·664
<hr/>	
Mean weight of vapour for the month ...	7·17
Additional weight of vapour required for complete saturation ...	3·45
Mean degree of humidity for the month, complete saturation being unity ...	0·68
<hr/>	
Mean max. solar radiation thermometer for the month ...	142·2
<hr/>	
Rained 5 days,—max. fall of rain during 24 hours ...	3·83
Total amount of rain during the month ...	5·41
Total amount of rain indicated by the gauge* attached to the anemometer during the month ...	5·16
Prevailing direction of the wind ...	S by W & S S W

* Height 70 feet 10 inches above ground.

The 25th April 1871.

GOPEENAUTH SEN,
In charge of the Observatory.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 15th to 21st April 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Ran.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			lb	Miles.	In.		
April ..	15th	29.746	93.0	73.3	140.0	81.0	75.1	71.0	0.73	Variable	0.9	244.1	0.07	..	Cumuli and overcast. Lightning at midnight and 1 A.M., and from 6 to 8 P.M. Thunder from 4½ to 8 P.M. Light rain at 9½ and 10½ A.M., and from 4½ to 7 P.M.
	16th	837	83.0	72.0	128.3	75.8	71.0	68.7	80	E & variable	2.0	212.7	...	...	Stratum and clear. Thunder from 12 A.M. to 2 P.M. Drizzled at 7 A.M. and 2 P.M.
	17th	820	88.0	71.0	145.5	79.3	73.1	68.8	71	E by N & variable	...	108.2	.		Chiefly cumuli. Lightning from 7½ to 9 P.M.
	18th	798	90.0	71.0	148.0	81.6	75.3	70.9	71	SE & S	...	92.1	...	..	Clear, cirri, and cumuli.
	19th	781	92.5	77.5	147.3	83.7	77.4	73.0	71	S by W & S S W	1.8	91.2	...	..	Clear and cumuli. Thunder and drizzled at 3½ P.M.
	20th	760	93.0	71.3	145.0	81.0	76.0	73.1	76	S by W & S S W	4.0	161.7	0.47	●	Clear, cumuli, and overcast. Brisk wind from 4½ to 5½ P.M. Thunder from 5 to 8 P.M. Lightning from 6 to 10 P.M. Rain from 4½ to 10 P.M.
	21st	757	90.2	73.5	142.0	80.2	71.4	70.3	73	ENE, S & S by W	4.4	195.3	0.12	...	Cirri and overcast. Brisk wind from 10 to 12 P.M. Thunder and lightning from 5½ to 8 P.M. Light rain at 6, 8, and 11 P.M.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column ten represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	22.0
The max. temperature during the past seven days	...	93.0
The max. temperature during the corresponding period of the past year	...	97.5
The mean humidity during the past seven days	...	0.74
The mean humidity during the corresponding period of the past year	...	0.65
		Inches.
The total fall of rain from 15th to 21st	{ by lower rain gauge	0.66
	{ by anemometer gauge	0.48
Ditto, average of seventeen previous years	...	0.70
Ditto, between the 1st January and the 21st April	...	9.41
Ditto, ditto ditto, average of 17 years	...	3.97

The 24th April 1871.

GOPEKNAUTH SEN,
In charge of the Observatory.

Meteorological Telegraphic Report for the period 16th to 22nd April 1871.

STATIONS.	Date.	Hour	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER		Humidity Sat = 100	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	April.											
	16th	10	29.862	29.880	81.5	75.7	76	E S E	...	0.05	S	
	16	16	29.784	29.802	78.0	72.0	73	S S E	...	...	S	
	17th	10	29.811	29.829	82.0	76.0	74	E by N	...	...	K	
	16	16	29.742	29.760	88.0	75.0	40	W by N	...	...	K	
	18th	10	29.859	29.877	83.5	77.5	75	E by N	...	...	C, K	
	16	16	29.732	29.750	80.5	77.8	57	S E	...	...	K	
	19th	10	29.800	29.878	80.0	79.0	72	S by W	...	...	N, K	
	16	16	29.727	29.745	86.5	74.5	54	S E	...	...	K	
	20th	10	29.826	29.844	88.0	80.0	69	S S W	...	...	K, N	
SACOR ISLAND.	16	16	29.687	29.705	92.8	82.0	60	S by W	...	...	K, N	
	21st	10	29.820	29.838	82.5	77.5	78	E N E	...	0.17	S, N	b
	16	16	29.682	29.700	87.4	77.3	61	S S W	...	0.11	K S, N	
	22nd	10	29.831	29.849	80.5	75.5	74	S S E	...	0.36	C	
	16	16	29.674	29.692	76.5	72.5	81	S S K	...	...
	16th	10	29.872	29.878	83	80	87	E S E	11.2*	0.10	N	a, n
	16	16	29.790	29.796	82	75	70	W S W	25.2*	1.00	N	a, n
	17th	10	29.800	29.815	85	79	75	S W	6.0*	...	C, K	b
	16	16	29.752	29.758	86	76	61	S S E	8.2*	...	K	b
	18th	10	29.870	29.876	86	81	79	W N W	2.6*	...	K	b, n
CHITTAGONG.	16	16	29.751	29.757	88	80	69	E S E	9.1*	...	N	b
	19th	10	29.880	29.895	87	80	72	S S W	8.1*	...	N	b
	16	16	29.718	29.754	87	79	68	S E	10.0*	...	N	b
	20th	10	29.847	29.853	88	82	76	S	13.0*	...	N	b
	16	16	29.714	29.720	86	81	70	S S E	11.5*	...	C, N	a, n
	21st	10	29.827	29.833	87	82	79	W S W	8.5*	0.60	N	b, m, n
	16	16	29.717	29.723	87	81	76	S E	13.1*	...	N	b
	22nd	10	29.798	29.804	85	78	71	S E	9.1*	1.20	N, C	b
	16	16	29.680	29.685	85	78	71	S E	12.9*	...	C, S	
	16th	10	29.741	29.852*	79	76	86	N E	9.1*	1.20	CK, KS	m
MADRAS.	16	16	29.711	29.821	84	83	95	W S W	5.7*	...	KS	n
	17th	10	29.800	29.971	85	78	71	S	5.5*	0.10	...	b
	16	16	29.721	29.831	85	82	87	W S W	10.7*	...	...	b
	18th	10	29.824	29.935	85	80	79	N E	1.6*	...	K	b
	16	16	29.694	29.808	86	80	75	S W	9.5*	...	...	b
	19th	10	29.820	29.910	86	83	87	E	3.2*	...	K	b
	16	16	29.683	29.794	87	82	70	W	7.1*	...	...	b
	20th	10	29.770	29.880	86	78	69	W	4.3*	...	...	b
	16	16	29.673	29.782	84	81	72	W	11.1*	...	...	b
	21st	10	29.763	29.873	86	78	68	S E	5.6*	...	CK	b
CUTTACK.	16	16	29.673	29.782	88	80	69	W S W	9.1*	...	CK	b
	22nd	10	29.700	29.871	84	77	71	S E	5.1*	...	K, KS	t
	16	16	29.717	29.830	74	72	95	N	9.1*	...	N, S	t, l
	15th	10	29.879	29.880	93	78	48	S S E	15*	...	...	b
	16	16	29.725	29.735	88	80	69	E S E	1.5*	...	...	bc
	16th	10	29.872	29.902	91	70	51	S S E	16*	...	...	bc
	16	16	29.710	29.749	89	80	69	E S E	13*	...	...	bc
	17th	10	29.903	29.933	90	79	59	S E	1.3*	...	...	bc
	16	16	29.761	29.791	85	77	68	E S E	11*	...	...	bc
	18th	10	29.886	29.919	89	78	59	E S E	11*	...	...	bc
ARAB.	16	16	29.764	29.791	86	78	68	E S E	13*	...	...	bc
	19th	10	29.881	29.914	89	77	56	S	9*	...	...	bc
	16	16	29.731	29.761	89	80	66	E by S	14*	...	...	b
	20th	10	29.849	29.879	92	77	49	S E	11*	...	...	b
	16	16	29.720	29.750	84	80	69	E S E	11*	...	...	b
	21st	10	29.846	29.878	91	76	47	S S E	11*	...	...	b
	16	16	29.726	29.756	88	77	58	E S E	14*	...	...	b
	15th	10	29.718	29.799	98	73	26	E N E	...	...	...	Fair.
	16	16	29.617	29.695	90	71	35	S	...	...	...	d, l, t
	18th	10	29.919	29.903	69	68	91	W	...	1.10	...	2, b, t, n
ARAB.	16	16	29.684	29.787	81	72	62	S W	...	...	...	Fair.
	17th	10	29.833	29.905	83	73	60	N N L	...	...	N, S	d, l, n
	16	16	29.696	29.777	99	75	29	S S E	...	...	...	Fair.
	18th	10	29.771	29.853	86	71	51	W	...	...	KS, N, C	b
	16	16	29.638	29.719	95	78	44	S S E	...	...	KS	Fair.
	19th	10	29.776	29.858	80	80	66	S S W	...	...	N	Fair.
	16	16	29.633	29.711	90	73	41	S S W	...	...	C, KS	Fair.
	20th	10	29.741	29.822	90	79	59	W	...	...	N	Fair.
	16	16	29.561	29.645	95	78	41	S S E	...	...	K, C	b
	21st	10	29.741	29.822	90	79	59	S W	...	...	C	
ARAB.	16	16	29.670	29.690	93	81	57	S S W	...	...	...
	16th	10	29.878	29.893	81	76	78	E	2	...	CK	b
	16	16	29.790	29.811	88	80	69	W S W	1	...	CK	b
	17th	10	29.925	29.940	80	77	64	S S E	1	...	CK	b
	16	16	29.792	29.807	90	78	56	W	...	...	CK	b
	18th	10	29.879	29.894	88	76	55	N N E	1	...	...	m
	16	16	29.778	29.793	89	79	62	W N W	2	...	...	m
	19th	10	29.908	29.923	81	73	66	N N W	1	...	CK	b, l
	16	16	29.780	29.795	88	80	69	W N W	1	...	CK	m
	20th	10	29.845	29.860	87	80	72	W	2	...	K	b, l
ARAB.	16	16	29.773	29.788	88	82	76	N W	1	...	K	b, l
	21st	10	29.867	29.882	85	81	83	S	2	...	K	m
	16	16	29.760	29.775	88	82	76	W	1	...	N	b
	22nd	10	29.845	29.860	86	79	72	S S E	2	...	K	m
	16	16	29.711	29.726	66	81	72	W	...	...	C	

* Velocity of wind in miles per hour.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISIONS.	Stations.	Rainfall from 3rd to 9th April 1871.	Rainfall from 10th to 16th April 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	Nil	1.10	3.80	16th April 1871.	Not received 27th Mar. to 2nd April.
	Cuttack { Jail ...	ditto	0.95	1.91	ditto	
	Falco Point ...	Not received	Not received	3.45	5th Mar. 1871	
	Jagpore ...	Nil	ditto	0.50	9th April 1871	
	Kendraparah ...	ditto	0.30	1.10	16th April 1871.	
	Jugatsingapore ...	ditto	1.60	7.00	ditto.	
	Sambalpur ...	ditto	Not received	1.05	9th April 1871.	
	Balasore ...	0.00	2.70	5.04	16th April 1871.	
	Bhuddick ...	Not received	Not received	0.27	26th Feb. 1871.	
	Pooree ...	ditto	ditto	2.14	26th Mar. 1871.	
CHOTA NAGPORE.	Khoordah ...	ditto	ditto	1.00	12th Mar. 1871	
	Hazarechaugh ...	0.00	0.11	1.28	16th April 1871	
	Buhee ...	Nil	Not received	0.66	9th April 1871	
	Pachamba ...	ditto	Nil	1.11	16th April 1871	
	Ranchee ...	ditto	ditto	2.13	ditto.	
	Palamau ...	ditto	0.14	0.75	ditto.	
	Purulia ...	ditto	0.93	2.41	ditto.	
	Chyehassa ...	0.16	0.31	3.60	ditto.	
	Patna ...	Nil	0.42	0.51	ditto	
	Bihai ...	ditto	0.05	0.30	ditto.	
PATNA.	Bah ...	ditto	0.21	1.18	ditto.	Not received 27th Feb. to 5th Mar
	Dinapore ...	ditto	1.01	1.03	ditto.	
	Gya ...	ditto	0.67	0.99	ditto.	
	Sherghatty ...	ditto	Not received	0.16	9th April 1871	
	Nowadah ...	ditto	ditto	1.09	ditto.	
	Arungabad ...	ditto	0.01	0.11	16th April 1871.	
	Chunpau ...	ditto	Nil	0.18	ditto.	
	Chuprah ...	ditto	1.10	1.10	ditto.	
	Sewan ...	ditto	0.26	3.22	ditto.	
	Mozaffarpore ...	ditto	0.50	1.10	ditto.	
BHARHAT.	Durbhanga ...	ditto	1.00	1.13	ditto.	Not received 6th to 19th Mar., and 27th Mar. to 9th April. From 1st April.
	Sectanavree ...	ditto	Nil	3.75	ditto.	
	Tappore ...	Not received	1.10	1.36	ditto	
	Mudhuban ...	Nil	1.15	1.15	ditto.	
	Arrah ...	ditto	0.16	0.25	ditto.	
	Buxa ...	ditto	0.05	0.24	ditto.	
	Sasaram ...	Not received	Not received	Nil	19th Feb. 1871	
	Bhubhoah ...	Nil	0.25	0.68	16th April 1871	
	Benares ...	0.50	Nil	1.25	ditto.	
	Bhanganpore ...	Nil	0.62	1.27	ditto.	
BHARHAT.	Mudheypoorah ...	0.21	0.56	2.60	ditto.	Not received 27th Mar. to 2nd Apl.
	Banka ...	Nil	Nil	1.35	ditto	
	Monghyr ...	ditto	0.61	0.77	ditto.	
	Jamoon ...	ditto	Nil	1.78	ditto.	
	Begoonah ...	ditto	0.20	0.60	ditto.	
	Donghur ...	ditto	Nil	0.92	ditto.	
	Jamtara ...	ditto	ditto	3.00	ditto	
	Bagmchal ...	Not received	Not received	2.20	26th Mar 1871	
	Purneah ...	Nil	0.75	2.16	16th April 1871.	
	Rampore Beaulah ...	0.02	0.02	0.95	ditto.	
RAJSHAHY.	Nattore ...	0.61	0.55	1.60	ditto.	Not received 27th Feb. to 5th Mar.
	Bogra ...	0.60	Not received	1.10	9th April 1871	
	Dinapore ...	0.50	Nil	4.71	16th April 1871	
	Maldah ...	0.28	0.03	1.94	ditto.	
	Berhampore ...	0.26	0.45	2.01	ditto.	
	Jungpore ...	0.20	0.30	1.50	ditto.	
	Lalbagh ...	0.12	0.10	1.28	ditto	
	Panna ...	0.31	0.75	3.55	ditto	
	Coomercolly ...	0.02	0.79	5.02	ditto.	
	Serajgunge ...	Nil	0.50	2.86	ditto.	
BURDWAN.	Rangpore ...	0.30	Nil	2.60	ditto.	From 16th Jan.
	Bhowanigunge ...	0.21	Not received	4.58	9th April 1871	
	Titalya ...	Nil	0.18	3.10	16th April 1871.	
	Burdwan ...	1.03	0.83	4.66	ditto.	
	Cutwa ...	1.41	0.90	0.98	ditto.	
	Culna ...	0.83	0.26	3.91	ditto	
	Bond-Bond ...	0.38	0.11	4.16	ditto.	
	Bancoorah ...	Nil	0.80	4.56	ditto.	
	Raaregunge ...	0.00	0.38	2.83	ditto.	
	Sootee ...	Nil	0.36	2.61	ditto.	
PRESIDENCY.	Hooghly ...	ditto	0.10	3.52	ditto	From 20th Mar.
	Serampore ...	0.18	0.10	0.58	ditto	
	Howrah ...	2.71	0.01	0.18	ditto.	
	Midnapore ...	0.15	Nil	7.51	ditto.	
	Contai { Dy. Collr.'s Office ...	0.16	0.64	2.08	ditto.	
	Contai { Engr.'s Office ...	0.30	0.90	2.75	ditto.	
	Gurbetta ...	0.95	0.10	1.59	ditto	
	Tumlook ...	1.83	0.13	14.81	ditto.	
	Kishnaghar ...	0.47	0.31	4.37	ditto.	
	Bongong ...	0.45	Not received	7.20	9th April 1871.	
PRESIDENCY.	Ranaghat ...	2.85	0.37	5.85	16th April 1871.	From 16th Feb. From 6th March.
	Meharpore ...	Nil	0.55	4.25	ditto.	
	Choadangah ...	ditto	2.30	5.70	ditto.	
	Kooncheah ...	0.22	0.50	4.80	ditto.	
	Jessore ...	0.04	0.58	7.07	ditto.	
	Khoolnakh ...	Nil	0.55	7.08	ditto	
	Jenadah ...	ditto	1.37	2.00	ditto	

SUPPLEMENT TO THE CALCUTTA GAZETTE.

APRIL 26, 1871.

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DIVISIONS.	Stations.	Rainfall from 3rd to 28th April 1871.	Rainfall from 10th to 16th April 1871.	RAIN FROM 1st JANUARY 1871.		Remarks.
				Rain.	Up to date	
PRESIDENCY.— (Continued)	Saugor Island	0.70	1.10	5.20	16th April 1871.	
	Calcutta	2.59	0.07	8.82	ditto.	
	Alipore { Jail	2.57	0.07	7.07	ditto.	
	{ Hospital	2.12	0.06	7.72	ditto.	
	Barrackpore	0.26	Not received	6.68	9th April 1871	Not received 27th Mar. to 2nd Apr.
	Dum Dum	1.47	ditto	7.85	ditto	Ditto
	Baraset	Not received	ditto	5.79	26th Mar. 1871.	
	Satkhhera	0.10	ditto	8.09	9th April 1871	
	Busseerhaut	0.89	ditto	6.77	ditto.	
	Diamond Harbour	1.20	ditto	8.58	ditto	Ditto
Dacca.	Barripore	2.63	ditto	6.26	ditto	ditto.
	Dacca { Telegraph Office	1.10	0.87	7.11	16th April 1871.	
	{ Jail	1.10	1.00	5.80	ditto	
	Burrisaul	0.85	0.17	5.13	ditto	
	Dowlat Khan	0.78	0.17	3.18	ditto.	
	Porazepore	Nil	2.17	6.91	ditto.	
	Madaripore	0.05	2.15	7.13	ditto.	
	Furzedpore	0.31	2.61	7.60	ditto.	
	Mymensing	0.35	0.30	3.59	ditto.	
	Jamalspore	0.21	0.20	0.69	ditto.	
CHITTAGONG.	Atteah	Nil	0.11	8.69	ditto	
	Kishorgunge	ditto	1.48	1.07	ditto	
	Sylhet	0.59	5.71	18.56	ditto.	
	Cachar	7.63	3.50	18.80	ditto.	
	Hylakandy	7.31	Not received	13.53	9th April 1871.	From 13th Feb. and not received 20th to 26th Feb. and 6th to 19th March.
	Koyah	7.37	ditto	11.32	ditto	
	Chittagong { Telegraph Office	0.40	1.20	5.60	16th April 1871	
	{ Jail	0.43	1.05	5.70	ditto	
	Cox's Bazar	Nil	Not received	5.61	9th April 1871	
	Rangumata Hall	Not received	ditto	3.11	26th Mar. 1871	
COOCH BEHAR.	Noakhali	1.00	0.11	5.38	16th April 1871	
	Tipperah	0.62	1.45	1.69	ditto.	
	Bahmanbariah	0.86	0.92	5.17	ditto.	
	Akrah	Nil	Nil	0.80	ditto.	
	Buxa	1.60	0.80	5.70	ditto	Not received 27th Mar. to 2nd Apr.
	Gawalparah	1.82	Not received	6.13	9th April 1871	
	Dhobree	2.90	ditto	3.19	ditto	Not recorded 27th Feb. to 5th Mar.
	Toona (Garo Hills)	0.15	ditto	4.78	ditto	
	Darjeeling { Telegraph Office	Not received	ditto	3.11	15th Mar. 1871	
	{ Jail	Nil	0.81	1.38	16th April 1871	
ASSAM.	Rangbee	Not received	Not received	1.20	23rd Feb. 1871	
	Palacottah	ditto	ditto	2.96	2nd April 1871	Not received 20th to 26th Mar.
	Julpigoorie	0.15	0.51	5.10	16th April 1871.	
	Boda	0.01	Nil	1.17	ditto.	
	Tezporo	6.58	1.38	11.02	ditto.	
	Nowcong	3.01	2.37	8.62	ditto.	
	Mungledye	2.11	Not received	5.12	9th April 1871	From 30th Jan.
	Bimpettah	1.70	ditto	1.80	ditto	
	Gowhatti	1.70	1.92	5.81	16th April 1871	
	Seebaugon	4.71	Not received	14.21	9th April 1871	
ASSAM.	Jorehaut	1.33	ditto	8.21	ditto	From 27th Feb
	Golaghat	7.58	ditto	12.52	ditto.	
	Nazeraah	5.55	ditto	12.32	ditto	Not received 20th to 26th Mar.
	Debrookhut	Nil	ditto	8.11	ditto	
	Suddya	3.80	ditto	12.31	ditto	
	Shillong	0.64	1.48	2.11	16th April 1871	
	Chorrapoonjee	7.10	8.37	22.59	ditto	From 18th Feb.
	Jowai	0.34	ditto	6.18	9th April 1871.	
	Samoogoodting	0.86	ditto	2.61	ditto.	

CALCUTTA,
The 22nd April 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of February 1871.

LENGTH OF CANAL OPEN, 24 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.				REMARKS.
Number of boats.	Nature of cargo.	Approxi- mate value of cargo.		TONNAGE.		Ton mile- age.	Tollage.	Number of boats or rafts.	Nature of cargo.	Approxi- mate value of cargo.		TONNAGE.		Ton mile- age.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Ton- nage	Ton mile- age.	Tollage.			
		Rs.	Maunds	Rs.	Tons					Rs.	Maunds	Rs.	As									P		
51	Coal	9,000	45,200	3 11 6	1	Metal	20	125	351	Local	71,161 0 0	3,587	41,140	685 5 3	Range No. 1, closed during the month on account of repairs to Culbarrah Lock. The tonnage shown is that of the boats and not of the cargo.		
10	Cotton	18,855	4,375	2 15 6	...	...	...	66	Miscellaneous ..	189	12,575	...	...	...	...	73	Irrigation works	338 0 0	453	1,202	71 2 6
3	Firewood	700	1,500	9 6 0	...	...	...	2	Rafts of timbers	150	logs 15	...	...	...	...	...	...	...	...	...	...
1	Grain	57	75	0 7 6	...	...	...	4	Empty boats ..	...	300	...	...	...	...	...	...	...	...	...	...
4	Hides, horns	1,500	900	6 10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13	Jaggery and sugar	5,337	3,675	22 8 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Metal	5,100	1,200	7 8 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18	Miscellaneous	5,635	3,550	21 13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Oil and oilseeds	387	65	3 1 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13	Paddy and rice	631	1,300	6 8 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	Pice goods	7,000	2,675	17 15 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Garden produce	100	100	0 10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	Salt	7,974	4,875	30 3 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Silk and indigo	2,300	800	6 0 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Jute	45	75	0 6 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5	Tobacco	6,110	2,125	13 4 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4	Bricks	19	101	3 8 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9	Gunoting, &c.	301	3,650	22 2 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Rafts of timber	40	logs 2	0 4 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	Rafts of bamboos	90	438	1 3 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
127	Empty boats	...	23,225	147 6 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
67	Passengers in No. 457	...	...	3 10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Miscellaneous revenue	...	...	31 3 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
351		71,161	1,00,725	41,140	685 5 3	73		338	12,700	453	1,202	71 2 6	494			71,499 0 0	4,050	42,343	755 7 9			

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Tidal Canal during the month of February 1871.

LENGTH OF CANAL OPEN, 24 MILES.

LOCAL TRAFFIC.					STORES AND MATERIALS FOR IRRIGATION WORKS.					ABSTRACT.							
Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Ton mile- age.	Tollage.	Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Ton mile- age.	Tollage.	Value of traffic.	Tonnage.	Ton mile- age.	Remarks.
			Maunds	Tons.						Maunds	Tons.						
9	Tobacco	Rs. 3,450	1,975	Rs. As. P.	7	Sand	...	98	1,050	...	5 4 0	21,056	1,381½	35,467	Canal closed for repair during the month.
1	Sand	200	625	...	...	2 10 0	2	Firewood	...	30	150	...	2 4 0	123	53½	1,392
1	Firewood	33	250	...	...	1 4 0	...	...	...	...	...	...	...	...	...	...
4	Clothes	8,100	550	...	...	2 15 3	...	...	...	...	...	...	...	...	...	...
1	Seal	18	250	...	...	1 4 0	...	...	...	...	...	...	...	...	...	...
8	Paddy	420	805	...	...	5 1 9	...	...	...	...	...	...	...	...	...	...
2	Lime	1,300	1,975	...	...	9 1 1	...	...	...	...	...	...	...	...	...	...
1	Grass	20	25	...	...	1 2 0	...	...	...	...	...	...	...	...	...	...
1	Iron	800	30	...	...	1 3 0	...	...	...	...	...	...	...	...	...	...
1	Salt	500	20	...	...	2 1 0	...	...	...	...	...	...	...	...	...	...
1	Water	...	450	...	...	2 1 0	...	...	...	...	...	...	...	...	...	...
1	Pottery	40	400	...	...	2 0 0	...	...	...	...	...	...	...	...	...	...
1	Corn	800	45	...	...	2 4 0	...	...	...	...	...	...	...	...	...	...
29	Coal	5,375	29,975	...	...	12 1 0	...	...	...	...	...	...	...	...	...	...
5	Passengers	...	410	...	...	2 3 6	...	...	...	...	...	...	...	...	...	...
17	Empty	...	2,450	...	...	1 11 9	...	...	...	...	...	...	...	...	...	...
83		21,056	38,100	1,381½	35,467	132 9 3	9		123	53½	1,550	1,392	7 8 0	21,154	1,417½	36,859	

N. B.—The tonnage shown above is that of the boats and not of the cargo.

CALCUTTA,
The 19th April 1871.

G. A. SEARIE, Lieut.-Col., M.S.C.,
Offg. Asst. to Chief Engr., and Jt.-Secy., P. W. D., Irrigation Branch, Bengal.

PRINTED BY EDWIN MORRIS LEWIS, AT THE BENGAL SECRETARIAT OFFICE.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, MAY 3, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, the 29th April 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

J. GRAHAM, Esq., *Advocate-General,*

A. R. THOMPSON, Esq.,

S. C. BAYLEY, Esq.,

V. H. SCHALCH, Esq.,

MOULVIE ABDOL LUTEEF KHAN BAHADOOR,

T. M. ROBINSON, Esq.,

F. F. WYMAN, Esq.,

T. H. WORDIE, Esq.,

AND

BABOO DIGUMDER MITTER.

MR. GRAHAM took the oath of allegiance, and the oath that he would faithfully fulfil the duties of his office.

REGULATION OF MARKETS IN CALCUTTA.

MR. SCHALCH said that since the last meeting of the Council, a letter from the Chairman of the Justices, and a memorandum from the Health Officer, had been received, pointing out the evils which existed owing to there being no sufficient check to ensure the meat exposed in the market having been slaughtered at a place where proper supervision could be exercised over the condition of the living animals. He thought that any one reading those papers could not but admit that that was a great evil, and under that impression it had been his intention to move certain amendments in accordance with the suggestions of the Health Officer. But it had since struck him (Mr. Schalch) that the whole subject would be much better discussed in connection with the proposed amendment of the existing Slaughter-House Act, and that it would be better that the Justices should come forward and suggest the amendments which they would wish to be made in that Act. Under these circumstances he proposed to withdraw the amendments which it was his intention to have moved, and he would now simply move that the Bill be passed.

The motion was agreed to.

HOOGHLY BRIDGE.

MR. SCHALCH moved that the report of the select committee on the Bill for the construction of a bridge across the river Hooghly, between Howrah and Calcutta, be further considered in order to the settlement of the clauses of the Bill.

The motion was agreed to,

The postponed section III having been read—

HIS HONOR THE PRESIDENT said, that inasmuch as this was a vital section of the Bill, he would wish to say a few words before the Council proceeded to the consideration of the question, whether the section do or do not stand as part of the Bill. The Council were probably aware that since the last meeting a perfect shower of objections to this section had been received, in the shape of letters and protests, from various public bodies and

individuals connected with the town of Calcutta. The impression left upon his mind by these communications, and the articles in the public prints, was this, that there was undoubtedly, on the part of the community of Calcutta, a very strong wish to have a bridge, but at the same time there appeared to be an extreme disinclination to pay for it. Well, he might say that these views were somewhat incompatible. He would also remark, with regard to the objections taken, that some of the gentlemen who had communicated their objections to this Council had assumed very large functions as representatives of the inhabitants of Calcutta and Bengal, and in fact had assumed to represent all classes of the people. He was not altogether convinced that that assumption was wholly correct. He was not aware that the Chairman of the Justices, when he addressed the Council, had really consulted the feelings of the inhabitants of Calcutta. He was not aware even that the body of the justices had been consulted. He was not aware that the members of the British Indian Association had taken steps to ascertain the views of the whole of the people. Rather, on the contrary, the impression which now influenced his mind was that the greater part of the inhabitants of Calcutta, and most of the classes whose views these communications were supposed to represent, really knew nothing about the matter beyond what they had read in the newspapers, and they had scarcely had the opportunity of forming an opinion upon the subject. Still, he was quite ready to admit that the communications which had been made to us, coming from the parties from whom they did come, deserved most respectful consideration. At the same time, numerous and weighty as they were, he was not, under the circumstances, prepared to withdraw this clause, in deference to those representations. He would repeat what he said upon a former occasion—that if this clause were rejected and the Bill fell to the ground, the responsibility must rest with the members of this Council, who, after having now had the opportunity of considering the matter, might determine to vote against this section. He would say again, as he had said before, that he did not use the word “responsibility” in an invidious sense. He did not take upon himself to blame those members of the Council who, in the exercise of their judgment and functions, thought it right that this clause should be rejected. If they did think so, he did say that the responsibility would rest upon them as a matter of discretion and judgment. If they were prepared to say that they thought this clause ought to be rejected, and if we were in consequence compelled to say that we could go no further with this Bill—which was, of course, a step inevitably necessary if this clause was rejected—why, no doubt, they would have done it.

It seemed to him, when he came to the contents of the communications which were received, that a large proportion of the objections which had been urged were what he might call in some respects sentimental; that was to say, it was said that the provisions contained in this clause were in theory objectionable, rather than that they would bear very hardly upon the inhabitants of Calcutta.

Another class of objections which had been urged was this, that it was most desirable to get the money out of the Government of India; that in fact the Government of India should make the bridge, and not the inhabitants of Calcutta.

A third class of objections, which was very predominant in the communications before the Council, and which was still more predominant in the public prints, was this, that as a commercial enterprize a company could be found ready and willing to undertake the project, and that it would be much more desirable to entrust the undertaking to a company.

Now, in reference to the first objection, he would not detain the Council long—he meant the view of what he had called a sentimental and theoretical objection. He would only urge upon the Council that there were a great many matters in respect to which we could not expect that a thorough and abstract justice could be fully and exactly fulfilled: and in his view, the members of the Council should rather consider the convenience to the inhabitants of Calcutta and Howrah that would result from the construction of a bridge on the terms proposed in this Bill, as compared to the inconvenience of paying this terminal charge, or whether they should suffer greater inconvenience without a bridge.

Then, as respects the view that the bridge should be constructed by the Government of India from imperial funds, he would like to express his opinion in a most emphatic way. It had been asserted—His Honor was really unable to discover on what foundation—that it was at one time proposed by the Government of India that this bridge should be constructed as an imperial work from imperial funds. He had been quite unable to discover that that was the case. He was quite aware that the Government of India did object, on public grounds, to the construction of a bridge by a private company. But on the question whether the funds should be found from imperial or local sources, he believed the Government of India had never expressed any such opinion as had been imputed to them. And then, with regard to the sources from which these funds were to come, it was well known that the Government of Bengal was possessed of no resources whatever, and it was impossible that we could ever build such a bridge from the resources of these provinces, except by pledging the future income of these provinces in a way which it was absolutely out of our power to do. Therefore, it came to the question either to construct the bridge from imperial funds, at the risk of the Government of India, or from local funds, at the risk of the inhabitants of Calcutta and Howrah. Upon that subject he wished to say that this project was in some sense no child of his own. He had assumed the office which he held after the project had taken shape, and therefore he might be considered in some

sort an impartial judge of the matter; and he wished to give the Council his personal opinion—whatever it might be worth—to this effect, that he considered the imputations which had been cast upon the motives and policy of the Government of India quite unreasonable and unjustifiable.

He had told the Council that he did what he could in the interests of Calcutta, to induce the Government of India to take the matter up as a speculation, and to build the bridge on the faith of the receipts which they might expect to derive from it. But since that representation had failed, he would say again that he altogether respected the position taken by the Government of India, and by the Viceroy in person, in this matter. He was very much convinced with the Viceroy that the Government of India could not afford to bear all the burdens and charges which it had been sought to impose on it from many quarters; that there were matters which must be dealt with locally; that there were matters in respect of which the people must assist themselves. And he was prepared to say that he did yield to the argument and views of the Government of India, and he did think that this bridge was a local bridge and a local work, and that it was perfectly fair and reasonable that the Government of India should say—"If you wish to have this work, you must bear the burden. We are willing to lend you the money, but you must secure us from risk,—you must secure the interest of the money." That was the view taken by the Viceroy and his advisers, and he must say that it was a justifiable view which was not likely to be shaken, and which he could not himself urge on the Government of India that it was desirable that they should abandon.

Finally, with regard to the objection which had been taken with reference to the construction of this bridge by a company, he must say that his own opinion was very decidedly against entrusting a great central work in the port of Calcutta to any company whatever. He was very far from undervaluing the merits of private enterprise: he well knew what had been done by private enterprise, especially in England; but he was far from having any such confidence in joint-stock companies as at present constituted under the English law. He was quite willing to admit that they had done great things in England, but he did not think that that had been our common experience in India. They were extremely popular in the stage of promotion, but when they had passed that stage, in the greater proportion of companies in this country it had generally happened that differences and squabbles had been the only result. Either these companies had failed to perform their functions, or the result had been that they had be-t and abused the Government till they were induced to buy the project out of the hands of the company. More especially was this likely to be the case as respects a great means of communication across a great public river. He would submit to the Council that even in England, where companies were carried on under much more advantageous circumstances, the result had been public inconvenience; and we know that at the present moment measures were being taken to buy back the bridges over the Thames and other works of that kind from the companies who had constructed them. The bridge which was now proposed to be constructed was to be built in the very centre of the port of Calcutta, and it would be necessary to make arrangements to enable the shipping to pass through the bridge. Various questions would occur in connection with the times and mode of opening and affording facilities to the shipping, and other matters; and he did believe that we should be infinitely embarrassed if we entrusted the making of the bridge to a private company under any conditions whatsoever. The probability was, that we should be under the obligation to buy back the bridge at a very extravagant rate, as had been the case in regard to several companies which Government were compelled to buy up in Bengal and Bombay and other parts of the country.

He believed that in these observations he had touched upon most of the views which had been put forth by the several bodies who had addressed communications to the Council; and perhaps he need not trouble the Council further by going into particulars with regard to those communications. He would only notice one passage from that of the British Indian Association. Now, the British Indian Association, in that lofty spirit which distinguished them, expressed a strong hope that no paltry considerations of finance should be allowed to interfere with the construction of this bridge. He must call the attention of the Council to the fact that "paltry considerations of finance" were very important matters in questions of this kind: he was not aware that the British Indian Association had been distinguished by an entire disregard for financial considerations. He was inclined to think that like most people they would consider such considerations of great importance when they had to pay; but when somebody else had to pay, they did not seem to attach so much importance to such considerations.

Well, then, if he was right in assuming that this matter must be treated as a local matter, and that the Government of India would only give the money on the condition that they should be secured against any risk that might arise, why then the present proposal amounted to this, that the Railway Company undertook to secure them by putting a small terminal charge on all goods passing through their station at Howrah. It was a charge in reality on the merchants and inhabitants of Calcutta and Howrah which would be very lightly felt. He was himself quite convinced that he had taken the right course in bringing this matter boldly and clearly before the Council. It would have been extremely undesirable that this provision should have been smuggled through without the full knowledge and consideration of the

Council. But now as it had been proposed, he thought they ought to consider whether this burden proposed to be imposed would not fall in an almost infinitesimal degree upon them, and whether it would not be very cheap in the end for them to get a bridge upon these terms. If the project for arranging that the Railway Company should guarantee the security for the money, should fail, then it seemed to him—a company being in his opinion impossible—the only question would be whether the Municipality or Port Trust were prepared to furnish this guarantee from the funds in their hands and from the rates and taxes of the town, or the income derived from the Port Trust property and funds. Well, his impression was, that if either of these bodies should take this burden upon themselves, they would be extremely sorry if they should have to make good the very large sum required instead of getting it in a very easy way under the arrangement now before the Council. If such an arrangement should ever take place—he had no idea that it was at all likely to take place within a moderate period of time—then it would inevitably happen that the tolls must be fixed at a very much higher rate than that now proposed to be fixed by this Bill. He said again, if the inhabitants of Calcutta, having through their representatives rejected this clause, found that they did not get a bridge for a long time to come, and had to pay tolls infinitely heavier than those now proposed, if they ever did get one, they would very much regret that the present arrangement was rejected and thrown aside. He believed that all classes of the community, when they came to think over it, would find that they had sacrificed a great deal to these theoretical and sentimental objections. It seemed to him that the matter was one eminently for the consideration of the independent members of the Council. All he could tell them now was, that if this clause was not passed, it would be impossible that he should proceed with this Bill, and we must at once postpone its consideration.

With these observations he would await the expression of the opinions of the members, and he wished to know if any hon'ble member would think fit to make any motion with reference to this section.

MR. ROBINSON said that in the interval that had elapsed since the Bill was last before the Council, he had not only given the subject of this clause every consideration, but he had also been at great pains to ascertain the opinions of almost every gentleman with whom he was acquainted in Calcutta in any way connected with the trade of the port; and he would say that without a single dissentient he had found every one agree with him that this proposal of collecting a terminal charge was inequitable and unnecessary. And he was not only strengthened in his own view from that circumstance, but much more so by the consideration that he was perfectly certain that if this clause were to be passed with this tax upon the trade of Calcutta, infinitesimal as it was, there would be a far stronger opposition to it—an opposition far more powerfully urged by the people in England, who were interested in the trade of this port, than it was in the power of parties resident here to put in force. Commercial men were so jealous of anything which appeared to be an unjust or unnecessary charge on trade, that he was quite certain that that would be the result of the imposition of this charge. It would fall largely on two great interests—the interests of the cotton trade, consisting of cotton when exported from Calcutta, and upon piece goods, when imported here. Next, it would fall also heavily on a large and yearly increasing article of export, namely oil-seeds; and he was quite certain that the influential parties interested in these extensive trades would object to the imposition of this charge far more strongly than had been done by anybody here. One great difficulty which he felt in dealing with this question was that he had really heard no argument whatever in favor of this specific form of charge. Nothing had been said in support of it to which any reply could be given, as was usual in debate. All he had heard was that it had been decided that if this charge was not sanctioned by the Council, the bridge would not be built; and that, he must take leave to say, was not a fair or reasonable issue to place before the Council. Surely, if this charge was absolutely necessary to the financial success of the bridge, there must be something capable of being said to prove that it was so. That, he contended, had never been done, and he maintained that the charge was perfectly unnecessary. He saw no reason why the bridge should not be made to pay by means of rates and charges upon goods carried across the bridge in proportion to their value. That was the usual form of charge which had always been made in such cases, and had always been found to succeed in the case of any well-planned enterprise; and he had heard no reason given why such a charge should not answer all the purposes required in the present case. No one could have the slightest wish that, if the Government constructed this bridge, they should not have the most ample security for the funds they invested in it. The only question was, how that security was to be given. The Government had asked for it in a manner that had been universally objected to, and had supported their demand by no argument whatever. And the way in which the question was put before the Council had entirely precluded the parties engaged in the trade of the port from having their suggestions fully considered, because the Bill was put before the Council, not as a matter to be fairly debated on, but almost in the form of a decree to be registered.

For his own part, in going into this matter as a commercial speculation, he would enlarge upon what he had said before, so much as to say that, as a commercial speculation, he would not have had anything to do with the building of this bridge if its success had been dependent upon any such unusual form of charging for its use as that proposed in this

Bill. If it had not been from a conviction on his part, and on the part of all who intended to take a part in the construction of this bridge, that its construction would entirely alter the whole condition of communication between Calcutta and Howrah, we should never have thought of entering into the enterprise at all. The main difficulty in the way of business in Calcutta was now the absolute want of space. House rents, office rents, godown rents, were enormously high, and space for conducting business was not to be got, and the whole of these difficulties could be removed by such a communication with the other side of the river as would make it no more trouble and waste of time to cross over than it was now to drive from the Armenian Ghât to the Mint. There was one article alone the business in which was being driven from pillar to post to find where to lodge—one of the largest articles of export of this town—jute. It was now almost impossible to find space to carry on the jute trade, and it absolutely blocked up the thoroughfares in the business part of the town. And there was no doubt whatever that if a bridge were constructed, and if facile communication with the other side were once established, the trade in jute would be carried on, as well as many other trades, on the other side of the river, relieving this side from great difficulties as to space, and a great deal of serious inconvenience by the obstruction of roads in the business part of the town. It would, in point of fact, be adding so much area to the business part of the town. If he was in the least right that any change of the kind would take place—and he would say that it was almost impossible to suppose that it would not lead to different conditions of carrying on the business of the port—which would make the bridge pay, it did seem to him a most unsound principle to cast these considerations aside, and to say that we will look at nothing but what we see on paper as the actual state of the communication across the river and the traffic on the East Indian Railway existing at the present moment. If that were all that could be looked to to give a revenue from a bridge, he would say that the bridge should not be made at all. Really, it seemed a most wonderful thing, the extraordinary difficulty that there had been in getting a bridge over this river. The *pons asinorum* of our school days was nothing compared to it. He was a member of the committee appointed in 1855 in Lord Dalhousie's time; and he had been looking over some of the papers connected with that committee's proceedings, and had discovered copy of a letter from the British Indian Association, who had gone fully into this matter, from which it appeared that the first project for making a floating bridge over the Hooghly was dated as far back as 1838. The Association said:—

"The want of safe and ready means of transit between Calcutta and the opposite bank (ranging between Sulkeah and Sibpore) has very long been a standing public grievance, causing, amongst other evils, periodical loss of life to a fearful extent. This want has, for many years past, engaged the attention of private speculators and of public spirited persons; and it may be in the recollection of some of the members of the bridge committee, as well as of many of the public authorities, that in the year 1838 a project for a floating bridge was started but failed. Soon afterwards a suspension bridge was proposed, and Baboos Dwarka Nath Tagore, Joykissen Mookerjee, and others, volunteered liberal contributions towards that object. The previous failure, however, had thrown a damp over the question of bridging the Hooghly; the attention and interest of many of the projectors became gradually withdrawn, and with the exception of the small and ill-provided steam ferries which have plied during the last three years (the proprietors of which were, it is believed, successively losers, until the opening of the railway), the communication between the banks of the Hooghly, although an absolute want and necessary of daily life to vast numbers of people, has been left to the chance provision of poor native boatmen, without progress or improvement of any sort, instead of advancing with, and becoming adapted to, the social and commercial advancement of the Empire, and especially of Calcutta."

That was written in 1855. With how much greater force might that be said now in 1871; and it seemed to him a most marvellous and lamentable thing that in the period of twenty-three years it should have been found absolutely impossible to get a bridge over the river, flowing through what had become one of the largest trading cities in the world, and apparently it was likely to remain as difficult as ever. But, as he had said before, and he would say again, he did not think the issue put before the Council was a fair one, owing to the way that this charge was insisted upon without any alternative whatever. His Honor had, in proposing clause III, with much care tempered his remarks; but temper it as he might, there was no denying the simple fact that it was accompanied with what was in reality a threat, that if we voted against, and threw out this particular clause, we should be held up to public opprobrium as obstructors of a great and useful public improvement. It was difficult for him to say what he should call this mode of supporting a question: it certainly was not argument. It was something he would rather avoid giving expression to, for fear he should say too much; but he accepted the position fully, because he felt that upon himself and every member of this Council who objected to this clause, supported as they were by the community at large, it could have no effect whatever. The public were with us universally. It would remain with those who had really and actually retarded the construction of this bridge, should it be retarded by adherence to the particular views of their own in opposition to such a large mass of opinion on the other side, to bear whatever of opprobrium there might be to be borne.

He would conclude by moving the omission of clause III from the Bill.

Mr. WYMAN said, in rising to support the amendment of the hon'ble member (Mr. Robinson) he might mention that he had been requested to lay before the Council a memorial from the Trades Association, which had been already circulated to hon'ble members. The Trades Association represented a large and important class of the community, and he was sure that their

prayer would receive the respectful attention of the Council. There was perhaps no body, no class in Calcutta, more constantly and directly interested in the construction of a bridge across the river than the Trades Association of Calcutta; and when they deliberately expressed their opinion, that it would be preferable to abandon the idea of constructing this bridge, rather than that the objectionable charge referred to—a terminal toll—should be introduced in the Bill, he thought it showed how very strong was the feeling amongst that body in its opposition to this clause. Not only, however, was this opinion felt by the Trades Association, but within the last few days it had been strongly and publicly expressed by other public bodies. He would say that he fully concurred in the remarks and opinions expressed by hon'ble members opposite at a previous meeting of this Council, from which he was unfortunately absent; and he felt that he also would rather see the Bill abandoned than that this clause should be inserted. But it seemed to him that the withdrawal of this clause would not necessarily necessitate the withdrawal of this Bill. The Government of India proceeded on the assumption that unless they lent the money it was utterly impossible to construct a bridge. Now, he for one respectfully differed from that opinion. Projects before now had been put before the public and the Government to remedy this crying evil which had existed for so many years, namely, the want of a bridge across the Hooghly. It might be that those projects were not sufficiently matured to justify the Government in accepting them. It might be that, as His Honor the President had stated, there did not exist in a public company sufficient security for the proper carrying out of such an important work as this. But he thought it would be wrong to conclude from that, that because the Government would not lend the money, therefore the bridge could not be built. It seemed to him, further, that we should perhaps be able to induce the Government of India to alter the opinion they had expressed. His Honor had said that the Government of India were not to be moved from the position they had taken up, and of course we must accept that statement so far as conclusive. But it occurred to him that the objection of the Government of India was founded on a strong belief that unless they levied this toll they would not receive anything like a sufficient security for the loan of their money. Now, if it could be shown that it was possible to have such a large margin of receipts over expenditure as would provide a sufficient reserve fund; if it could be shewn that the probable income from the bridge had been under-estimated—that very probably the traffic would so increase as to produce a revenue far in excess of the expenditure—it was possible that the Government might be induced to reconsider their decision. And if it could be shown conclusively that there *was* sufficient security, both direct and collateral, for the repayment of the money to justify the Government in lending it, it might be fairly assumed that they would not, or at any rate ought not, to stand in the way of the construction of the bridge, which, although it was, as His Honor had stated, of special local importance, was certainly indirectly of very large imperial importance.

The estimate of the income from the bridge was taken on a fixed quantity of traffic, which he was not prepared either to support or to disprove, as he had not gone into the matter; but he assumed that the Port Trust Commissioners had gone carefully into the matter, and that their figures might be taken fairly to represent the probable amount of *certain* traffic which would cross the bridge. But he would beg to point out that although he fully concurred in the rate proposed to be levied on foot passengers, of three pie per head—as it was undoubtedly essential that this rate should be as low as possible—yet the charge proposed to be levied for goods was ridiculously low. It stood to reason and to common sense that the owners and consignees of goods would be only too happy to pay a like amount as toll for crossing the bridge (which would ensure absolute security to their goods) to what it now costs them for the very unsatisfactory, dilatory, and insecure method of transit by country boats. He had been at some trouble to ascertain what the cost of crossing goods was to the trade of Calcutta, and he would mention only one instance as showing that, in fixing the rate at two pie per maund, sufficient regard had not been paid to the fairly remunerative nature of the traffic which would cross the river; and although the heavy traffic was perhaps not *very* large in amount, the instance which he would give showed that there were certain classes of goods which would bear a higher rate of toll without any injury to the persons concerned than that which it was proposed to charge upon them. The charges for six tons of manufactured iron crossed over in country boats, he found, aggregated Rs. 5-2; and the same carried over on a different occasion in the railway ferry steamer, cost the much larger sum of Rs. 22-8. The reasons which probably induced exporters to pay this very large difference of cost was the feeling of of insecurity which always must exist in employing country boats. But taking the minimum cost, we had a charge of, say, one anna per maund, or six times as much as the bridge charge would be: that included the cost of crane hire on this side, and the cost of crane hire and carriage on the other side also, which formed part of the cost of carrying goods across the river by the present method. Now, the persons concerned in the transit of these goods would undoubtedly be only too willing to pay a like charge for bridge transit to what they had to pay in sending their goods over in rotten country boats, with all the risks of loss, injury, damage, and delay. Therefore, bearing in mind that there was a very large traffic in a class of goods which was not apparently provided for in the schedule of the Bill, and which would easily bear a much higher rate of charge than two pies per maund, he would say that the estimate of income from the bridge in respect of goods

traffic was so greatly under-rated as to deceive the Government of India as to the probable returns, and cause them to say—"with this probable return we do not think that we can safely lend money to such an amount without a collateral security." But if it could be shown that the margin of receipts over expenditure was not likely, as estimated, to be under a quarter of a lac, but was more likely to be one or two lacs, it was probable that the Government of India would be inclined to alter its opinion, and say—"if you can tangibly show us that there is a fair security for our loan, you shall have the money." The rate of two pies per maund for the lighter class of goods also was less than these goods could be carried over for at present in the most economical manner, viz. by country boats, apart from the necessity which really existed of carrying valuable goods by ferry at an enhanced rate of more than a hundred per cent. He would say, therefore, that the estimate of receipts from the goods' traffic across the bridge was so grossly under-estimated as to justify the Government of India on these figures in taking up the position that they had. He felt convinced that a general increase of the goods' rate, and a sliding scale of charges for different classes of goods, would meet the difficulty as to the necessary excess which should be provided of income over expenditure. It seemed, for instance, most unreasonable that the same rate should be charged for a portable steam engine as for a gentleman's carriage, and he felt certain that the public would willingly pay an increased price for the very considerable advantage which they would enjoy from the construction of the bridge.

Then, in addition to the fact of this sufficient, direct, and collateral security that might easily be afforded to the Government of India, there were alternative measures which had for many years been before the public. He would say that in a matter which had been termed of local importance, local influences should be allowed to take a prominent place, and that we should not be always in leading strings to the Government of India. His Honor had stated that he did not consider a public company a fit agency for the construction of a bridge, and there was probably a great deal of force in the remark. We had not had much reason to place faith in public companies; but nevertheless it would undoubtedly be possible, in reference to this project, to get up such a company as would secure the confidence of the Government. At any rate we had another alternative proposal, to construct the bridge by means of the Corporation of Calcutta, who would not be an unfit body to undertake that work. As to the proposal to raise the money at 7 or 8 per cent., he considered this was absurdly excessive, and he believed that money could be got at a very much lower rate.

There was another point bearing upon the subject, and that was as to the cost of the bridge itself. Of course, the amount that the bridge might cost would affect directly the margin which might be expected to arise of receipts over expenditure, and therefore the security of the Government of India: but on looking at the tables appended to the report of the Port Trust Commissioners on this bridge question, he found a most startling discrepancy in the estimates for the cost of construction,—a discrepancy which he was utterly at a loss to account for,—even on the assumption that one man's brains and work might be far superior to those of another. He presumed that the gentlemen and the firms who were asked to estimate were competent persons, who had the confidence of those who had solicited them to send in their returns, and he must therefore assume that either would be fully competent to execute the work if it were entrusted to them. Yet he found a difference of 75 per cent. between the minimum and maximum proposed cost for merely the iron work of the bridge. Now, without assuming that the high estimates were unfair, he must say that if proper persons had been applied to to send in their estimates, and if we felt satisfied that the construction of the bridge could be entrusted to those persons, we had no right to take the maximum cost of £50 per ton, when we could have the work done for £23 or £28; and that of itself would so considerably reduce the expenditure, as to leave a large margin yearly of receipts over outlay in respect of a large diminution of the estimated amount of interest payable; and this alone might probably induce the Government to say—"If you can show us a large margin, we can let you have the money on the security of the tolls alone." Therefore, he said, if the bridge were constructed at a minimum cost, and if the rates on goods' traffic across the bridge were increased to the amounts which which they would fairly bear, we should have such a large margin that the Government of India could not, in fairness to the interests of this great city, stand by and prevent such a necessary work being carried out.

Besides there was another reason. We had not to deal only with the existing traffic. We knew that facilities for traffic created traffic. We had only to look at the East Indian Railway to see what a wonderful increase of traffic had taken place in consequence of the facilities of communication created by that work, and that too amongst a class whose prejudices had been greatly against this mode of travelling. No one in his senses would ever have undertaken the construction of that line of railway had he depended upon the then existing traffic. But the great minds who decided on the construction of that magnificent highway, the East Indian Railway, felt that there must come the time when this vast expenditure would reap a sufficient return, and their predictions and anticipations had now been crowned with success. And it was only fair to assume also that by the construction of this bridge the traffic across the river would so largely increase, that you could no more estimate the income of the bridge from the present returns, than you could have estimated the probable returns of

the railway before its construction. Although perhaps there was an element of uncertainty about the thing, still there were certain uncertainties which, gauged by the experience of the past, became absolute certainties; and one of these things was, that so surely as you afforded greater facilities for traffic, so surely would traffic increase tenfold. He thought that if this bridge was not built it would be a public calamity, and one which succeeding generations as well as the present would deeply deplore. It was a matter of the most profound regret to the public at large that for twenty years this bridge should have been practically lost sight of; that so many tangible projects should have been allowed to fall through; that the Government of India should have maintained an obstinate adherence to their own views; that they should have kept us, finally, in suspense for ten years, and afterwards say—"You may build the bridge, but you must comply with this impossible condition." In a question of this kind, he thought that the Council had a right to stand up for a principle which was something more than sentimental; and although the practical effect of the proposed charge would not work serious injury to anybody, still, if it could be shown that that charge was not necessary, we should not permit a principle to be imported into this Bill which we and the public have the strongest possible objection to, because we deem it impolitic and unjust. He believed that if the amendment which he had the honor to second was carried, it need not result in the throwing out of the present Bill; and he earnestly hoped that it would be permitted to this Council to go up to the Government of India with some alternative project which might convince them that a sufficient security was provided for their money, so that this Council might have the honor of having at last constructed a bridge connecting the capital of India with the great highway of Bengal and the Upper Provinces.

MR. WORDIE said that at the last meeting of the Council he had expressed his views in regard to this bridge, and everything which had since come to his knowledge had tended to confirm the impressions he then held. Indeed, public opinion, so far as it could be learnt in this city, had unanimously declared against the principle which he opposed, and in such a case the weight of the responsibility, or whatever it might be that attached to the opponents of this section, rested very lightly upon his mind.

There was only one point to which he wished now to refer. He desired to know whether the Government of India positively insisted on the repayment of the principal sum advanced for the construction of the bridge within the time specified in the present Bill. He thought that if the Government of India would be content with only the interest of the money lent, and a sinking fund to provide against contingencies, something might be done to carry out this project in another form; but if for thirty years the bridge should have to pay from revenue a large sum for repayment of the principal, it appeared to him that there was a weight attached to this matter which applied to the construction of no other public work in the country. He should vote for the amendment; but unless the question of the repayment of the principal had been definitely disposed of, it might be well to delay pressing the matter further, in order to see whether some alternative project could not be devised.

BABOO DRUMBER MITTER said, the question before the Council was pretty nearly exhausted, and he had but very little to say upon it. He however regarded the proposed bridge more as a national than a local undertaking, and holding that view, he failed to perceive that there was any great sacrifice of principle involved in the section under comment. It was not Howrah and Calcutta alone that would be benefited by the work, but the whole country, and as such, the whole country ought to contribute towards its construction and maintenance. And what could be a better mode of levying that contribution than by imposing a light fee on goods produced or consumed in the country, even if a portion of them did not pass over the bridge? But at the same time he must respectfully submit that, while tendering to the imperial Government such a certain and prolific source as collateral security for the repayment of any advance which it might make towards the undertaking, the least return the legislature could make to the public was to exempt the passengers from all tolls. With this condition he gave his adhesion to the section under discussion.

THE ADVOCATE-GENERAL said that, as a new member, he approached this subject with diffidence, as he had not had the same time as other members to consider this question carefully, and he had therefore felt himself under some difficulty in voting on the motion before the Council. In considering the subject since the publication of the proceedings of the last meeting of the Council, he had been of several minds as to the justice and injustice of this clause; but on the whole, after the fullest consideration he had been able to give to the subject, he could not altogether admit the force of the arguments of those who said there was great and extreme injustice in the course proposed. The whole position of this matter seemed to be reduced to the one consideration as to the justice or otherwise of the imposition of this terminal charge. The necessity for the construction of a bridge was admitted on all hands, and also, that it should be made as soon as possible; and of all the projects for the erection of a bridge across the river, the one now under consideration seemed the only feasible one—the only one that had been matured, and which was in a position to be carried out. The only objection which had been urged to this project was the objection to which he had just referred, and which he could not agree with His Honor the President in considering as a sentimental objection; it was one he was disposed to treat with the utmost respect. But he did not think that the passing of this measure involved grave injustice to any one.

Something had been said as to the terms imposed by the Government of India. The Government of India, he thought, had a perfect right to demand their own security, because they were the lenders of the money; and of course it was quite competent to them, as lenders, to refuse to lend on any other terms. It seemed to him that by the concession of that terminal charge a great public good would be gained, and that if this measure should be passed, a year hence every one would have occasion to rejoice that this objection had not been allowed to have effect. As an independent member of the Council, he had arrived at this conclusion simply on a consideration of the papers before the Council, and he would therefore vote in favor of this clause.

HIS HONOR THE PRESIDENT said that he had to say one or two words more before putting the question to the vote. *First*, he would beg very distinctly to assure the hon'ble member on the right (Mr. Robinson) that nothing was further from his intention than to attempt to throw opprobrium on him or upon any other member who opposed this clause of the Bill. His Honor was quite sure that any attempt on his part to do so would be wholly unsuccessful. The public character of the hon'ble gentleman stood far too high. As he had said before, and as he said again, he thought that this was a matter for the exercise of judgment, and not for casting opprobrium on one side or the other. Far from attempting anything of the kind, he had been extremely struck with the lucid way in which the hon'ble members had put forward the extreme importance of having this bridge, and the various considerations which influenced their minds in coming to a determination upon this subject. He had himself never so fully and entirely realized the enormous importance of this proposed bridge, as since he had heard the speeches of those hon'ble members. But as respects his own position as the head of this Government and the President of this Council, he was in that position that the first clause of this Bill which was passed enabled him to make this bridge, but we could not make a bridge without money; and the only way of getting money which he saw at present was to get the money from the Government of India. They proposed to lend the money only on certain terms, and therefore if those terms were not complied with, he would be perfectly helpless, and most undoubtedly on that account we should have to postpone the further consideration of this measure.

On the question whether the risk which might possibly be incurred by an undertaking of this kind should be borne by imperial funds or local funds, he had already expressed a strong opinion. He thought that the Government of India justly said that this should be treated as a local matter, and that the risk, such as it was, should be borne from local resources.

As respects the particular form of the scheme which had been laid before the Council, he might say that his opinion had not been always so strong; in fact he had seen reason much to consider the subject, and had turned it over a good deal. The opinion at which he arrived had been much better expressed than he could have done by the learned Advocate-General, who had told the Council that the object was of enormous importance, and though the scheme might not be free from objection, it was the only feasible scheme ready for execution, and the question was, whether the Council would accept that scheme, or whether they would wait in the hope that some better scheme might be brought forward at some future time.

Perhaps he might have used language in a somewhat loose and indiscreet manner when he had described the objections that had been raised as sentimental. He quite agreed that the public bodies who had raised those objections were entitled to the greatest respect. But at the same time he had been very much struck with the conclusion that had been come to by the hon'ble member on the left (Mr. Wyman) that though the scheme was objectionable in theory, *it would not do any particular harm to any one*. And as suggested by the learned Advocate-General, His Honor did think that the statement made by the hon'ble member

Meteorological Telegraphic Report for the period 23rd to 29th April 1871.

STATIONS.	Date	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100	WIND.		R m.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	April. 23rd	10	29.778	29.704	81.0	70.9	83	S S E	...	0.23	K	
		16	29.780	29.707	81.0	70.2	84	S	...	...	K	
	24th	10	29.800	29.814	81.0	77.0	78	S W	...	...	S	
		16	29.823	29.700	80.0	80.0	76	S by W	...	...	CK, K	
	25th	10	29.810	29.823	87.0	80.7	76	S by W	...	...	C, K	
		16	29.723	29.713	81.0	79.4	83	S by W	...	...	S, CS	
	26th	10	29.812	29.830	82.0	78.0	74	S W	...	1.86	C	
		16	29.800	29.708	80.2	79.4	61	S	...	...	K	
	27th	10	29.788	29.806	86.5	81.0	77	S W	...	...	K	
		16	29.858	29.874	82.0	81.4	71	S by W	...	...	K	
SAVOR ISLAND.	28th	10	29.855	29.873	80.5	81.5	79	S S W	...	...	CS	
		16	29.720	29.744	83.0	81.9	70	S by W	...	...	K	
	29th	10	29.824	29.843	88.5	83.7	78	S by W	...	...	K	
		16	29.707	29.725	93.3	84.7	69	S by W	...	...	.....	b
	23rd	10	29.708	29.771	83	70	83	S S W	5.4*	1.40	N	b
		16	29.682	29.684	86	80	75	S E	12.6*	...	KS	b
	24th	10	29.817	29.823	82	70	74	S	14.7*	1.10	N	b, u
		16	29.807	29.703	85	81	83	S W	17.3*	...	N	b
	25th	10	29.826	29.833	86	88	87	S W	10.1*	...	N	b, u
		16	29.741	29.747	87	82	79	S W	11.8*	...	N	b, u, v
CHITTAGONG.	26th	10	29.700	29.708	82	78	82	S S E	9.8*	0.40	N	b
		16	29.717	29.723	87	81	70	S S E	15.8*	...	N	b, m
	27th	10	29.801	29.807	87	83	83	S S W	18.0*	...	N	b
		16	29.837	29.703	87	83	83	S W	15.1*	...	V	b, m
	28th	10	29.873	29.879	88	83	80	S S W	14.1*	...	N	b
		16	29.700	29.708	88	84	88	S	14.1*	...	N	b
	29th	10	29.840	29.855	87	83	83	S S W	16.4*	...	N	b
		16	29.728	29.732	88	81	81	S	15.9*	...	N	b
	23rd	10	29.743	29.852	86	78	68	S	5.2*	0.10	K, KS	b
		16	29.649	29.759	80	77	61	S W	13.5*	...	CK	b
MADRAS.	24th	10	29.781	29.803	80	75	79	S E	8.8*	...	KS	u, m
		16	29.701	29.812	79	74	77	N	9.6*	...	KS	u, l
	25th	10	29.781	29.804	85	79	75	S W	5.3*	...	K	u, m
		16	29.728	29.840	80	73	70	S W	7.4*	5.00	KS	u, v
	26th	10	29.785	29.805	86	78	68	S	4.3*	...	K, K ³	b
		16	29.701	29.805	85	79	75	W S W	10.0*	...	KS	b, m
	27th	10	29.770	29.800	87	79	68	S	8.0*	...	K	b
		16	29.655	29.781	87	79	68	W S W	13.5*	...	...	b
	28th	10	29.400	29.810	84	80	60	S	4.0*	...	K	u, l
		16	29.703	29.812	86	80	75	W S W	10.1*	...	KS	b
CUTTACK.	29th	10	29.795	29.804	81	81	63	S	8.4*	...	...	b
		16	29.680	29.798	83	81	72	S W	10.9*	...	...	b
	22nd	10	29.832	29.802	83	78	78	S S E	12*	...	...	b
		16	29.678	29.738	84	79	65	E by S	15*	...	...	b
	23rd	10	29.703	29.823	83	78	48	S S E	11*	...	...	b
		16	29.630	29.800	88	80	68	E S E	17*	...	...	b, m
	24th	10	29.784	29.814	85	74	33	S by E	11*	...	...	b, m
		16	29.645	29.875	89	80	60	E S E	14*	...	...	bc
	25th	10	29.804	29.834	91	80	68	E S E	17*	...	...	bc
		16	29.697	29.727	84	80	60	E S E	15*	...	...	bc
ARUN.	26th	10	29.827	29.837	90	79	59	E S E	11*	...	...	bc
		16	29.717	29.747	90	80	63	E	14*	...	...	bc
	27th	10	29.807	29.837	89	73	50	E by S	5*	...	...	bc
		16	29.711	29.741	88	79	65	E	9*	...	...	bc
	28th	10	29.854	29.834	89	78	59	E S E	9*	0.01	...	bc
		16	29.750	29.780	80	79	62	E	8*	...	...	bc
	22nd	10	29.704	29.780	83	79	83	S	...	0.40	KS	r, l
		16	29.569	29.650	91	77	50	S E	...	...	K, S	Fair, r, l
	23rd	10	29.602	29.775	78	71	77	W S W	...	2.70	...	Fair, d, l
		16	29.575	29.657	86	77	64	S W	...	...	...	r, d
ARUN.	24th	10	29.716	29.793	71	72	90	S E	...	1.30	...	u
		16	29.577	29.659	86	80	75	S	...	...	S	
	25th	10	29.719	29.801	87	79	68	S S W	...	...	CK	
		16	29.610	29.701	88	80	69	S S W	...	...	C	
	26th	10	29.713	29.704	84	79	79	E S E	...	...	...	Fair.
		16	29.670	29.753	77	73	81	S S W	...	...	...	r, t, l
	27th	10	29.729	29.811	89	81	72	S S E	...	0.60	...	Fair.
		16	29.507	29.674	93	83	60	S	...	...	...	Fair.
	28th	10	29.793	29.875	68	81	72	S W	...	...	...	Fair.
		16	29.671	29.752	90	88	92	S S W	...	...	C	uair.
ARUN.	29th	10	29.805	29.887	88	80	60	S S W	...	...	S, K	Fair.
		16	29.680	29.741	96	80	47	S W	...	...	...	Fair.
	23rd	10	29.841	29.850	83	75	67	E S E	1	...	CS	b
		16	29.735	29.740	87	80	72	S W	1	...	CK	b
	24th	10	29.853	29.868	87	80	72	N W	1	...	CK	b
		16	29.771	29.740	87	80	72	N E	1	...	CK	b
	25th	10	29.858	29.883	85	76	64	S S E	1	...	OK	b
		16	29.781	29.786	84	80	60	N W	1	...	K	b
	26th	10	29.850	29.871	86	80	75	W S W	1	...	K	b
		16	29.751	29.780	88	82	76	W N W	1	...	C, CS	b
ARUN.	27th	10	29.853	29.864	87	81	76	N	...	...	K	b
		16	29.729	29.744	89	83	76	N W	1	...	K	b
	28th	10	29.870	29.885	89	80	64	N N W	1	...	K	b
		16	29.759	29.774	89	84	80	N N W	2	...	K	b
	29th	10	29.850	29.875	88	82	76	N E	1	...	K	b
		16	29.738	29.751	89	81	80	W N W	2	...	K	m

* Velocity of wind in miles per hour.

CALCUTTA,
The 29th April 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISION.	Stations.	Rainfall from 10th to 16th April 1871.	Rainfall from 17th to 23rd April 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	1.10	3.10	6.90	23rd April 1871.	
	{ Jail ...	0.05	2.90	4.84	ditto.	
	False Point ...	0.70	Not received	4.15	16th April 1871.	
	Jagtpore ...	0.90	ditto	0.80	ditto.	
	Kendraparah ...	0.30	2.10	3.50	23rd April 1871	
	Jugatsingapore ...	1.00	1.50	8.50	ditto.	
	Sambhupore ...	Nil	1.20	2.25	ditto.	
	Bamsore ...	2.70	4.03	0.71	ditto.	
	Bhadruck ...	0.30	1.80	2.05	ditto.	
CHOTA NAGPORE.	Pooror ...	Not received	4.20	0.70	ditto.	Not received 27th Mar. to 16th Apl.
	Khoordah ...	ditto	Not received	1.05	2nd April 1871.	
	Hazareebaugh ...	0.14	0.21	1.40	23rd April 1871.	
	Burhee ...	0.43	0.28	1.37	ditto.	
	Pachamba ...	Nil	2.18	3.20	ditto.	
	Raucheo ...	ditto	Nil	2.13	ditto.	
	Palamow ...	0.14	ditto	0.75	ditto.	
	Punua ...	0.03	0.35	2.98	ditto.	
	Chyebassa ...	0.31	0.32	3.02	ditto.	
PATNA.	Patna ...	0.12	0.78	1.20	ditto.	
	Behar ...	0.05	0.19	1.18	ditto.	
	Barh ...	0.21	0.11	1.20	ditto.	
	Dumapora ...	1.01	0.26	1.29	ditto.	
	Gya ...	0.67	1.13	2.11	ditto.	
	Sherghotty ...	Not received	Not received	0.18	9th April 1871	Not received 27th Feb. to 5th Mar.
	Nowadiah ...	ditto	ditto	1.09	ditto.	
	Arungabad ...	0.01	1.48	1.90	23rd April 1871	
	Chumparau ...	Nil	Nil	0.18	ditto.	
BRAHMPUTRA.	Chuprah ...	1.10	ditto	1.10	ditto.	
	Sewan ...	0.20	0.44	1.00	ditto.	
	Mozufferpore ...	0.50	0.80	2.16	ditto.	
	Durbhangah ...	1.00	0.73	4.54	ditto.	
	Sectamaros ...	Nil	0.83	1.61	ditto.	Not recorded 6th to 19th Mar.
	Tappore ...	1.15	1.67	2.82	ditto.	From 1st April.
	Mudhubani ...	0.16	0.20	0.15	ditto.	
	Attau ...	0.05	0.50	0.78	ditto.	
	Buxar ...	Not received	0.15	0.15	ditto.	Not received 20th Feb. to 16th Apl
RAJSHAHY.	Sasaram ...	0.25	0.17	0.85	ditto.	
	Bhubhoah ...	Nil	0.75	2.00	ditto.	
	Bennet ...	0.62	0.70	1.07	ditto.	
	Bhargulpore ...	0.58	2.15	5.05	ditto.	
	Mudheypoorah ...	Nil	0.60	1.05	ditto.	
	Banka ...	0.61	0.67	1.44	ditto.	
	Monghyr ...	Nil	1.40	3.18	ditto.	
	Jamoeie ...	0.20	0.98	0.08	ditto.	
	Begowari ...	Nil	2.30	3.22	ditto.	
BURDWAY.	Dooghur ...	ditto	1.70	4.70	ditto.	From 13th Feb.
	Jamtara ...	Not received	Not received	2.20	26th Mar. 1871	From 12th Feb.
	Rajmahal ...	0.75	2.02	4.18	23rd April 1871.	
	Purneah ...					
	Rampore Beaulah ...	0.02	0.20	1.15	ditto.	
	Nattore ...	0.55	1.25	2.85	ditto.	
	Bogran ...	Nil	1.85	3.25	ditto.	Not received 27th Feb. to 5th Mar.
	Dumapora ...	ditto	1.22	5.95	ditto.	
	Malda ...	0.03	1.41	3.35	ditto.	
PRESIDENCY.	Herhampore ...	0.15	2.88	4.80	ditto.	
	Jungipore ...	0.30	0.57	2.14	ditto.	From 16th Jan.
	Lallah ...	0.10	1.18	2.14	ditto.	From 17th April.
	Jamookaudi ...	Not received	0.16	0.16	ditto.	
	Pabna ...	0.75	1.72	5.27	ditto.	
	Commercolly ...	0.79	Not received	5.02	10th April 1871.	
	Serajgunge ...	0.50	1.03	4.10	23rd April 1871.	
	Rangpo ...	Nil	1.10	3.70	ditto.	
	Bhowanigunge ...	0.34	2.35	7.27	ditto.	From 22nd Jan.
BURDWAY.	Titaiya ...	0.18	2.97	6.37	ditto.	
	Burdwan ...	0.83	0.71	5.37	ditto.	
	Culwa ...	0.90	0.52	6.90	ditto.	
	Culina ...	0.20	1.22	0.04	ditto.	
	Bood-Bood ...	0.14	0.78	4.94	ditto.	
	Bancooran ...	0.80	0.39	4.95	ditto.	
	Raneegunge ...	0.38	0.44	3.27	ditto.	
	Sooree ...	0.36	1.25	3.86	ditto.	
	Hooghly ...	0.40	1.40	4.93	ditto.	From 20th Mar.
PRESIDENCY.	Serampore ...	0.10	0.90	1.48	ditto.	
	Howrah ...	0.04	1.45	10.63	ditto.	
	Mutanapore ...	Nil	1.59	0.13	ditto.	
	Contai { Dy. Collr.'s Office...	0.84	2.84	5.88	ditto.	
	{ Engr.'s Office ...	0.90	4.45	7.20	ditto.	From 6th Feb.
	Gurbetta ...	0.10	1.76	6.35	ditto.	
	Tamluk ...	0.13	2.80	17.70	ditto.	
	Kishnagur ...	0.31	0.66	5.03	ditto.	
	Bobgung ...	0.84	0.03	8.67	ditto.	
PRESIDENCY.	Banaghat ...	0.37	0.60	0.45	ditto.	
	Meharpore ...	0.55	0.45	4.70	ditto.	
	Choodangah ...	2.30	0.80	0.60	ditto.	
	Kooshteah ...	0.50	0.95	5.78	ditto.	
	Kooshteah ...	0.58	0.55	8.22	ditto.	
	Jessore ...	0.55	1.10	8.27	ditto.	From 16th Feb.
	Khoolnoah ...	1.87	1.14	3.23	ditto.	From 6th March.
	Jenadah ...					

Divisions.	Stations.	Rainfall from 1 st to 18 th April 1871.	Rainfall from 17 th to 23 rd April 1871.	RAIN FROM 1 st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.— (Continued.)	Saugor Island	1.10	3.20	8.40	23rd April 1871.	
	Calcutta	0.07	1.20	10.02	ditto.	
	Alipore { Jail	0.07	0.08	8.05	ditto.	
	Alipore { Hospital	0.08	1.12	8.84	ditto.	
	Barrackpore	0.10	0.25	7.03	ditto.	
	Dum Dum	0.02	0.69	8.56	ditto.	
	Barasat	0.20	0.86	6.85	ditto.	
	Satkerah	1.50	1.30	10.87	ditto.	
	Busserahat	0.73	1.20	8.70	ditto.	
	Diamond Harbour	1.03	5.36	15.02	ditto.	
Dacca.	Harripore	0.43	2.82	0.50	ditto.	
	Dacca { Telegraph Office	0.87	0.94	8.35	ditto.	
	Dacca { Jail	1.00	0.50	6.30	ditto.	
	Barrisaul	0.47	0.84	6.27	ditto.	
	Dowlat Khan	0.47	0.12	3.30	ditto.	
	Perozepore	2.47	0.33	7.26	ditto.	
	Madaripore	2.15	0.20	7.63	ditto.	
	Furiedore	2.63	1.31	9.00	ditto.	
	Mymensing	0.30	1.55	5.14	ditto.	
	Jamulpore	0.20	2.12	3.31	ditto.	
CHITTAGONG.	Atteah	0.41	Not received	8.00	16th April 1871.	
	Kishorgunge	1.38	0.38	4.45	23rd April 1871.	
	Sylhet	5.71	0.80	19.36	ditto.	
	Cachar	3.50	1.03	19.92	ditto.	
	Hylakandy	2.46	Not received	15.99	16th April 1871	From 13th Feb., and not received 20th to 26th Feb. and 6th to 19th March.
	Koyah	4.40	0.41	16.13	23rd April 1871	
	Chittagong { Telegraph Office	1.20	0.20	5.80	ditto.	
	Chittagong { Jail	1.05	0.31	6.04	ditto.	
	Cox's Bazar	0.08	Not received	6.02	16th April 1871	
	Rangamatta Hill	Not received	ditto	3.44	20th Mar. 1871.	
COOCH BEHAR.	Noakhally	0.10	0.12	5.80	23rd April 1871.	
	Tippurah	1.45	0.10	5.09	ditto.	
	Brahmanbariah	0.92	0.84	6.31	ditto.	
	Akyab	Nil	Nil	0.80	ditto.	
	Buxa	0.80	3.23	8.93	ditto.	
	Gawalparah	2.01	Not received	8.14	16th April 1871.	
	Dhobree	Not received	3.50	7.90	23rd April 1871	Not recorded 27th Feb. to 5th March and not received 10th to 16th April.
	Toora (Garo Hills)	0.70	Not received	5.54	16th April 1871	
	Darjeeling { Telegraph Office	Not received	ditto	3.11	15th Mar. 1871.	
	Darjeeling { Jail	0.84	1.10	5.54	23rd April 1871	
ASSAM.	Ranghee	Not received	Not received	1.20	28th Feb. 1871.	
	Falacottah	0.10	1.56	4.98	23rd April 1871.	
	Julpigoorie	0.54	2.34	7.53	ditto.	
	Boda	Nil	2.37	3.54	ditto.	
	Tezpor	1.28	2.16	13.18	ditto.	
	Nowgong	2.37	1.20	0.82	ditto.	
	Mungledyr	3.61	Not received	8.75	16th April 1871	From 30th Jan.
	Burpettah	2.83	ditto	7.03	ditto.	
	Gowhatty	1.92	1.71	7.52	23rd April 1871.	
	Seel-saukor	1.51	Not received	15.72	16th April 1871	
SAMS.	Jorehaut	1.53	ditto	9.71	ditto	From 27th Feb.
	Golaghat	2.30	ditto	15.02	ditto.	
	Nazerali	1.78	ditto	14.10	ditto	Not received 20th to 26th Mar.
	Debrooghur	Not received	ditto	8.14	9th April 1871.	
	Suddya	1.10	ditto	10.41	16th April 1871.	
	Shillong	1.38	1.03	3.14	23rd April 1871.	
	Cherrapoonjee	8.37	1.50	28.09	ditto	From 18th Feb.
	Jowai	1.25	Not received	7.43	16th April 1871.	
	Sainoogooding	0.52	ditto	3.13	ditto.	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 29th April 1871.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,

DURING THE HALF MONTH 15TH TO 28TH FEBRUARY 1871.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea level.

STATIONS.	Height above sea level.	BAROMETER.										THERMOMETER.										HUMIDITY.				RAINFALL.	
		MEAN OF					SOLAR RADIATION.					MEAN OF					HIGHEST MAX.					MEAN OF				In inches.	
		4 hours.					Day.					10 hours.					Day.					4 hours.				10 hours.	
		Mean.	10 hours.	16 hours.	24 hours.	Range.	Max.	Min.	Day.	☉	Mean of max.	Mean of min.	10 hours.	16 hours.	24 hours.	Day.	☉	Day.	☉	Absolute range.	Lowest Min.	4 hours.	10 hours.	16 hours.	24 hours.	10 hours.	24 hours.
Port Blair	110	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
Madras	31	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
Vizagapatam	15	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
Akyab	15	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
False Poi t	15	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
Cuttack	80	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
Saugor Island	6	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
Chittagong	108	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
Calcutta	18	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
Jessore	27	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
Dacca	35	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
Cachar	73	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
Hazarebaugh	1014	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
Berhampore	80	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
Oya	460	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
Patna	178	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
Monghyr	160	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
Darjeeling	6845	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
Goalpara	386	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
Shillong	4792	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
Banar	26274	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02
Roorkee	8797	29.925	29.925	29.925	29.925	1.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	60	60	60	60	60	0.02

CALCUTTA—FEBRUARY 1871.

Mean Barometric Pressures of 16 years	29.948	Mean temperature of 16 years	72.3	Mean humidity of 16 years	72.3	Mean rainfall of 16 years	68
Do ditto of 1871	29.948	Do ditto of 1871	74.6	Do ditto of 1871	74.6	Do ditto of 1871	68
Defect in 1871	0.000	Excess in 1871	1.8	Equal	1.8	Defect in 1871	0.001

CALCUTTA,

The 28th April 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Mean Pressures and Temperatures of the Preceding Table Reduced to Sea Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressures reduced to sea level.	Mean temperature reduced to sea level.	WIND.	
			Proportional prevalence Max=100.	Mean direction.
Port Blair	...	...	...	...
Madras	29.053	80.9	79	N 74° E
Vinagapatam	29.041	80.8	39	S 17° W
Akyab	29.036	77.0	67	N 21° W
Falsa Point	29.081	77.9	18	N 43° W
Cuttack	29.015	76.4	23	S 73° W
Sauror Island	29.020	77.2	29	N 37° W
Chittagong	29.953	75.8	21	N 13° W
Calcutta	29.016	75.3	65	S 66° W
Jessore	29.018	72.7	51	N 63° W
Dacca	29.010	74.7	40	S 74° W
Cachar	29.022	71.1	33	S 59° E
Hazareebaugh	29.021	72.7	61	N 74° W
Berhampore	29.028	74.0	67	N 71° W
Gya	...	71.2	54	S 78° W
Patna	29.048	67.3	52	N 76° W
Monghyr	29.044	70.6	34	S 82° W
Darjeeling	29.008	64.6	43	S 77° W
Gawalparah	29.804	71.1	11	S 60° E
Shillong	29.019	68.7	40	N 89° W
Bennares	29.014	69.1	25	N 41° W
Roorkee	29.059	65.8	6	N 80° W

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17, on the preceding page, by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way, by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month, which shall show the isobaric and isothermal lines, and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

HENRY F. BLANFORD,

Meteorological Reporter to the Government of Bengal.

CALCUTTA,
The 28th April 1871.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 22nd to 30th April 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			lb	Miles.	In.		
April	22nd	29.723	80.8	72.2	137.6	76.3	71.7	68.5	0.78	Variable	4.2	261.0	0.61	...	Chiefly overcast. Brisk wind at 11 A.M., 8½ and 10½ P.M. Thunder after intervals. Lightning at 3 A.M., and from 7 to 9 P.M.; rain from 9½ A.M. to 2, and 8½ to 10 P.M.
	23rd	701	87.6	72.4	113.0	79.7	75.3	72.2	.97	S S W & S	...	200.9	...	...	Stratocumuli, cirrocumuli, and cumuli. Lightning on S W. at 9½ and 11 P.M.
	24th	727	86.3	75.2	142.5	81.2	76.5	73.2	.77	S W & S by W	...	65.0	...	...	Stratocumuli, cumuli, and cirrocumuli. Drizzled at midnight.
	25th	759	89.0	77.7	145.0	81.9	78.0	75.3	.81	S & S S E	...	219.9	1.46	...	Cirrocumuli and cirri. Lightning from 9 to 11 P.M. Thunder and rain from 10 to 11 P.M.
	26th	744	85.2	74.5	110.8	81.9	77.1	73.7	.77	S S W, S W & S	...	165.3	0.49	...	Overcast, and clouds of different kinds. Thunder at midnight. Lightning at midnight and 8 P.M. Rain from midnight to 3 A.M.
	27th	723	92.6	70.5	147.0	85.0	81.0	78.2	.81	S S W	...	184.1	...	...	Clear and cumuli. Lightning on E. at 7 P.M.
	28th	765	93.0	80.0	150.2	85.5	80.0	77.2	.77	S by W, S W & S	...	131.1	...	☾	Cirri, cumuli, and clear.
	29th	752	93.8	81.0	145.5	80.0	81.7	78.7	.80	S S W & S	...	162.6	...	...	Clear and cumuli.
	30th	769	94.5	80.0	144.8	86.1	81.9	79.0	.80	S & S by W	...	207.8	...	...	Clear and cirrocumuli.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

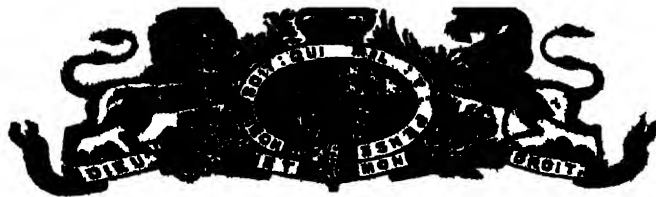
The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past nine days	...	22.3
The max. temperature during the past nine days	...	94.5
The max. temperature during the corresponding period of the past year	...	97.8
The mean humidity during the past nine days	...	0.79
The mean humidity during the corresponding period of the past year	...	0.64
		Inches.
The total fall of rain from 22nd to 30th	{ by lower rain gauge	2.47
	{ by anemometer gauge	2.30
Ditto,	average of seventeen previous years	1.02
Ditto,	between the 1st January and the 30th April	11.81
Ditto,	ditto ditto, average of 17 years	4.98

The 1st May 1871.

GOPEENATH SEN,
In charge of the Observatory.

No. 19



of 1871

SUPPLEMENT TO
The Calcutta Gazette.

WEDNESDAY, MAY 10, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for Week ended 22nd April 1871, on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.			
		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.		£ s. d.
Total traffic for the week ...	110,617	1,59,600 10 5	14,686	7 8	684,281 80	*4,70,128 10 0	48,095 2 6	57,731 10 2	
Or per mile of railway ...		144 12 8	11 8 9		.....	867 6 11	83 13 8	46 2 5
For previous 15 weeks of half-year	1,616,765½	24,99,724 8 2	228,591 8 8		9,820,467 10	87,77,479 13 8	529,602 6 4	758,168 14 7	
Total for 16 weeks ...	1,727,382½	26,53,304 2 7	243,227 15 11		10,504,749 0	92,47,808 7 8	572,697 8 10	815,925 4 9	
COMPARISON.									
Total for corresponding week of previous year ...	107,832	1,55,606 13 1	14,263 19 2		788,263 10	4,36,252 15 6	39,256 10 5	68,530 9 7	
Per mile of railway corresponding week of previous year ...	.....	137 8 4	12 12 1		....	378 7 9	84 13 11	47 6 0
Total to corresponding date of previous year ...	1,882,857½	32,78,600 0 5	303,538 6 11		11,065,500 20	65,08,738 0 10	596,634 6 3	897,172 18 2	

* Rs. 1,290-9-6 added on account of freight of locomotive coal carried on Jubbulpore line.

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for Week ended 22nd April 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	4,418	13,275 11 7	1,226 2 2	70,351 80	*21,776 9 9	1,946 3 10	3,222 6 0
Or per mile of railway ...		60 13 8	5 10 0	.....	97 10 6	8 19 0	14 9 0
For previous 15 weeks of half-year ...	74,040	2,59,862 12 8	23,810 16 9	841,037 0	2,49,021 7 3	22,900 9 4	46,720 6 1
Total for 16 weeks ...	78,458	2,73,228 8 3	25,045 18 11	912,308 30	2,71,808 1 0	24,805 13 2	49,931 12 1
COMPARISON.							
Total for corresponding week of previous year ...	4,111½	12,286 4 7	1,128 9 10	33,687 10	12,216 2 10	1,119 16 4	2,243 6 2
Per mile of railway corresponding week of previous year ...		54 13 4	5 0 9	.....	54 12 6	5 0 5	10 1 2
Total to corresponding date of previous year ...	84,028	2,81,851 7 11	25,945 11 2	961,161 20	1,97,932 7 9	18,143 16 2	45,980 7 4

* Rs. 1,664-3-3 added on account of proportions due from G. I. P. Railway of previous weeks.

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for Week ended 22nd April 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	29,313	18,052 11 0	1,054 10 8	134,977 33	28,765 4 7	2,896 16 4	4,291 13 0
Or per mile of railway ...	187	115 5 8	10 11 6	862 0	183 12 10	10 17 0	27 8 6
For previous 15 weeks of half-year ...	456,822½	2,86,002 10 9	26,130 15 1	1,872,182 3	3,64,393 4 9½	33,364 7 5	61,385 2 6
Total for 16 weeks ...	486,135½	3,03,115 6 9	27,785 11 9	2,007,169 36	4,13,358 9 4½	37,931 3 9	66,676 15 6
COMPARISON.							
Total for corresponding week of previous year ...	25,919½	14,628 13 5	1,340 10 8	126,670 24½	19,335 13 8	1,772 9 1	3,113 8 9
Per mile of railway corresponding week of previous year ...	220	120 2 9	11 16 10	1,119 0	170 11 9	15 13 0	27 9 10
Total to corresponding date of previous year ...	521,004½	2,72,661 14 7½	24,094 0 7	1,781,103 26½	2,82,918 15 6½	25,034 4 7	50,024 5 2

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for Week ended 22nd April 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	7,158½	1,113 11 0	111 7 5	8,759 0	308 7 9	30 17 0	142 4 5
Or per mile of railway ...	256	39 12 5	3 19 7	313 0	11 0 3	1 2 0	5 1 7
For previous 3 weeks of half-year ...	15,939½	2,577 9 0	257 15 2	26,322 0	790 10 3	78 1 3	385 16 5
Total for 4 weeks ...	23,097½	3,691 5 0	369 2 7	35,081 0	1,099 2 0	108 18 3	478 0 10
COMPARISON.							
Total for corresponding week of previous year ...	5,830	1,073 12 3	107 7 6	9,078 30	346 3 9	34 13 6	162 0 0
Per mile of railway, corresponding week of previous year ...	209	38 5 7	3 10 8	330 0	12 5 10	1 4 9	5 1 5
Total to corresponding date of previous year ...	17,545	3,294 9 0	329 9 2	39,368 10	1,577 3 6	167 16 5	484 3 7

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 29th April 1871, on 1,270½ miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.			Total Traffic Receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.		
		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	116,884	1,43,530 5 11	13,159 19 1	840,733 10	3,78,104 14 9	34,650 13 4	47,816 11 5
Or per mile of railway		113 2 10	10 5 8		295 8 2	27 1 9	37 7 5
For previous 16 weeks of half year	1,727,583	24,55,594 3 7	243,227 15 11	10,304,740 0	62,47,008 7 3	572,997 8 10	815,925 4 9
Total for 17 weeks ...	1,837,977	27,00,024 8 6	256,394 15 0	10,931,472 10	66,25,718 6 0	607,387 1 2	863,741 16 2
COMPARISON.							
Total for corresponding week of previous year ...	101,522	1,41,747 7 5	12,906 10 4	807,526 30	4,60,287 5 5	42,743 0 1	55,736 10 5
Per mile of railway, corresponding week of previous year ...	.....	125 4 3	11 9 8	.....	412 1 6	37 15 6	46 5 2
Total to corresponding date of previous year	1,983,890	34,20,817 7 10	313,531 17 3	12,773,087 10	69,75,025 6 3	630,877 6 4	1,052,909 3 7

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 29th April 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	3,882	11,493 15 8	1,052 12 2	68,567 30	18,552 10 9	1,700 13 2	2,753 5 4
Or per mile of railway		51 7 11	4 14 5		83 3 1	7 12 6	12 0 11
For previous 16 weeks of half year	78,458	2,73,328 8 3	23,045 13 11	912,306 30	2,71,604 1 0	24,903 13 2	49,051 12 1
Total for 17 weeks ...	81,540	2,84,711 7 11	24,098 11 1	980,876 30	2,90,256 11 9	26,606 6 4	52,704 17 5
COMPARISON.							
Total for corresponding week of previous year ...	3,700	10,078 11 0	923 17 7	42,401 30	13,671 13 3	1,253 4 11	2,177 2 6
Per mile of railway, corresponding week of previous year ...	.....	45 3 2	4 2 10	.....	61 4 11	5 12 5	9 10 4
Total to corresponding date of previous year	87,729	2,92,030 2 11	26,769 8 9	763,563 0	2,11,004 4 0	19,397 1 1	46,106 6 10

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 29th April 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	35,810	1,106 4 0	1,070 14 0	161,130 37	30,187 14 8	2,794 14 5	4,154 9 1
Or per mile of railway	229	115 11 1	10 12 1	1,032 0	194 13 0	17 17 2	25 9 0
For previous 16 weeks of half year	498,235	3,63,115 6 3	27,785 11 0	2,007,160 36	4,13,354 9 4	37,801 5 9	65,076 11 6
Total for 17 weeks	525,045	3,21,221 10 3	29,145 6 0	2,168,600 33	4,43,840 7 1	40,695 18 2	70,131 4
COMPARISON.							
Total for corresponding week of previous year ...	25,001	11,001 8 9	1,283 9 6	144,022 35	21,121 4 5	1,336 2 4	3,210 11 10
Per mile of railway, corresponding week of previous year ...	221	123 10 2	11 6 8	1,272 0	180 8 0	17 1 11	25 8 7
Total to corresponding date of previous year	457,162	2,86,663 7 4	26,277 10 1	1,923,126 22	3,91,940 4 0	27,870 6 11	54,117 17 0

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 29th April 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	6,921	1,076 4 0	107 12 6	17,015 0	370 4 0	37 0 0	144 12 6
Or per mile of railway	247	31 13 6	3 9	607 27	13 3 0	1 6 5	1 10 2
For previous 4 weeks of half-year	23,080	3,691 5 0	369 2 7	33,051 0	1,059 2 0	108 18 3	47 1 10
Total for 5 week ...	29,910	4,767 9 0	176 15 1	52,066 0	1,430 6 0	145 18 3	152 1 4
COMPARISON.							
Total for corresponding two days of previous year ...	4,876	970 7 6	87 15 11	10,783 20	337 8 0	33 15 0	121 10 11
Per mile of railway corresponding week of previous year ...	174	81 6 7	3 2 10	385 0	12 1 0	1 4 1	1 0 1
Total to corresponding date of previous year	17,645	3,261 9 6	316 9 2	39,368 10	1,577 3 6	157 14 0	61 1 7

Meteorological Telegraphic Report for the period 30th April to 6th May 1871.

STATION.	Date	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	April 30th	10	29.801	29.789	89.0	82.0	78	S by W	...	...	CK	b
		16	29.862	29.880	90.7	86.2	72	S	...	...	CK	b
	May 1st	10	29.813	29.8.1	87.9	83.4	78	S	...	...	CK	b
		16	29.718	29.788	87.9	83.3	78	S by W	...	...	CK, S	b
	2nd	10	29.866	29.844	81.4	75.0	63	N N E	...	...	CK	b
		16	29.732	29.740	92.0	80.8	60	N N W	...	...	S, CK	b
	3rd	10	29.840	29.858	86.2	79.7	75	W	...	...	CK	b
		16	29.731	29.739	92.2	80.0	57	W by S	...	...	K	b
	4th	10	29.823	29.831	88.0	81.7	73	S	...	...	K	b
		16	29.640	29.714	91.5	80.5	60	S S W	...	...	K	b
	5th	10	29.774	29.792	89.7	80.7	69	S W	...	...	K	b
		16	29.693	29.711	81.4	75.5	72	E by S	...	...	S, N	b
SANDWICH ISLAND.	April 30th	10	29.807	29.813	88	83	80	S	14.9*	...	N	b
		16	29.681	29.87	88	80	83	S	17.6*	...	C, S	b
	May 1st	10	29.839	29.845	86	82	83	S S E	11.6*	...	N	b
		16	29.732	29.739	88	83	80	S	12.9*	...	N	b, m
	2nd	10	29.874	29.880	88	84	82	W	11.4*	...	N	b
		16	29.786	29.792	89	81	79	S	7.9*	...	N	b, m
	3rd	10	29.849	29.855	87	81	78	S	8.2*	...	N	b
		16	29.737	29.743	89	81	60	S	7.1*	...	KS	b
	4th	10	29.846	29.852	88	82	70	S S E	9.9*	...	N	b
		16	29.674	29.670	88	81	72	S S E	11.4*	...	KS	b
	5th	10	29.771	29.777	88	82	70	S	10.0*	1.00	N	b
		16	29.602	29.664	87	82	70	S S E	12.7*	...	N	b, m
CHITTAGONG.	April 30th	10	29.707	29.877	88	81	73	E S E	4.9*	...	...	b, m
		16	29.670	29.770	89	81	72	W	10.2*	...	...	b, m
	May 1st	10	29.901	29.911	89	78	59	N E	4.8*	...	CK	b, m
		16	29.887	29.707	89	81	49	S W	11.7*	...	...	b
	2nd	10	29.775	29.885	89	81	...	E S E	4.2*	...	K, CK	b, m
		16	29.647	29.7.6	89	82	73	W S W	12.5*	...	...	b
	3rd	10	29.782	29.901	90	81	70	S	4.2*	...	K	b
		16	29.657	29.768	88	81	72	S W	13.6*	...	...	b
	4th	10	29.775	29.844	90	83	73	S	6.2*	...	K	b, m
		16	29.698	29.717	90	83	63	W	10.5*	...	K	b
	5th	10	29.748	29.848	90	81	66	W S W	7.9*	...	...	b
		16	29.704	29.818	82	73	63	N	10.2*	...	KS, CK, K	b
MADRAS.	April 30th	10	29.670	29.901	91	80	60	E by N	0*	...	...	bo
		16	29.761	29.794	87	77	61	E	10*	...	...	bo
	30th	10	29.865	29.883	89	79	62	E by S	11*	...	...	bo
		16	29.749	29.779	89	77	58	E S E	12*	...	...	bo
	May 1st	10	29.888	29.904	90	78	56	S E	10*	...	...	bo
		16	29.752	29.7.2	88	77	54	E by S	11*	...	...	bo
	2nd	10	29.861	29.891	89	78	59	E S E	11*	...	...	bo
		16	29.723	29.753	88	80	69	E S E	17*	...	...	b
	3rd	10	29.842	29.872	83	80	54	N E	9*	...	...	b
		16	29.718	29.748	89	79	62	E by N	18*	...	...	b
	4th	10	29.820	29.850	92	80	87	E S E	9*	...	...	bo
		16	29.700	29.730	87	70	68	E	10*	...	...	bo
CUTTACK.	April 30th	10	29.642	29.712	91	76	47	N E by E	10*	...	...	bo
		16	29.776	29.858	88	79	65	S S W	...	...	...	Fair.
	May 1st	10	29.763	29.845	89	79	62	S S W	...	...	...	Fair.
		16	29.655	29.716	95	81	52	W S W	...	...	...	Fair.
	2nd	10	29.792	29.871	87	79	68	W by S	...	...	...	Fair.
		16	29.650	29.781	97	77	37	S E	...	...	C, N	b
	3rd	10	29.768	29.850	88	79	56	S S W	...	...	...	o
		16	29.668	29.749	92	77	48	S	...	...	...	Fair.
	4th	10	29.744	29.825	90	74	44	S W	...	...	...	Fair.
		16	29.691	29.772	90	74	27	S W	...	...	...	Fair.
	5th	10	29.698	29.779	90	80	63	S	...	...	...	b
		16	29.556	29.637	95	82	55	S	...	...	...	Fair.
ARAB.	April 30th	10	29.647	29.728	92	81	60	S S W	...	...	...	Fair.
		16	29.464	29.535	96	83	56	S S W	...	...	...	Fair.
	May 1st	10	29.800	29.875	88	80	69	N N W	1	...	C	b
		16	29.664	29.704	89	82	73	N W	3	...	...	b
	2nd	10	29.720	29.744	88	83	50	W N W	1	...	...	b
		16	29.543	29.559	88	82	76	N W	2	...	K	b
	3rd	10	29.649	29.704	89	84	80	S W	1	...	...	b
		16	29.430	29.545	88	83	80	W	2	...	C	b
	4th	10	29.719	29.724	89	83	76	S W	1	...	CK	b
		16	29.518	29.551	86	80	75	W S W	1	...	CK, K	b
	5th	10	29.702	29.717	88	83	80	W S W	1	...	K	b
		16	29.774	29.789	87	70	68	E S E	1	...	CK	b
		16	29.659	29.674	89	82	73	N	2	...	C	b

* Velocity of wind in miles per hour.

CALCUTTA,
The 6th May 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISIONS.	Stations.	Rainfall from 17th to 23rd April 1871.	Rainfall from 24th to 30th April 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ..	3.20	1.90	8.80	30th April 1871.	
	{ Jail	2.01	1.92	6.76	ditto.	
	Fulao Point	5.20	Not received	0.35	23rd April 1871.	
	Jagipore	Not received	ditto	0.80	16th April 1871.	
	Kendramrah	2.19	ditto	3.50	23rd April 1871.	
	Jugutsingapore	1.50	ditto	8.50	ditto.	
	Sambaspore	1.20	0.53	2.78	30th April 1871.	
	Balasore	4.03	2.37	12.08	ditto.	
CHOWA NAGPORE.	Bhuddruck	1.60	Not received	2.95	23rd April 1871.	
	Pooro	4.29	1.92	8.62	3rd April 1871.	Not received 10th to 16th April.
	Khoordah	3.25	Not received	6.20	23rd April 1871.	
	Hazareebaugh	0.21	Nil	1.19	30th April 1871.	
	Burhee	0.28	0.54	1.91	ditto.	
	Pachamba	2.19	0.11	3.43	ditto.	
	Ranchee	Nil	0.26	2.10	ditto.	
	Palanow	ditto	Nil	0.75	ditto.	
PATNA.	Patna	0.55	0.69	3.65	ditto.	
	Chyebassa	0.32	1.05	4.97	ditto.	
	Patna	0.78	Nil	1.29	ditto.	
	Behar	0.19	Not received	1.18	23rd April 1871.	
	Barh	0.11	Nil	1.9	30th April 1871.	
	Dinapore	0.26	ditto	1.29	ditto.	
	Gya	1.12	0.80	2.91	ditto.	
	Sherghotty	Not received	Not received	0.16	9th April 1871.	Not received 27th Feb. to 5th Mar.
BRAHMPUTRA.	Nowadah	ditto	ditto	1.09	ditto.	
	Amingabad	1.16	0.20	2.10	14th April 1871.	
	Companan	Nil	Nil	0.18	ditto.	
	Chunar	ditto	ditto	1.10	ditto.	
	Sewan	0.11	ditto	3.63	ditto.	
	Moztlerpore	0.80	ditto	1.99	ditto.	
	Durghangah	0.73	ditto	2.16	ditto.	
	Sectamater	0.83	ditto	1.58	ditto.	
BRAHMPUTRA.	Fajpore	0.25	ditto	1.61	ditto.	
	Mudhabam	2.14	Not received	3.59	23rd April 1871.	Not recorded 6th to 19th Mar. From 1st April.
	Atiah	0.20	Nil	0.1.	30th April 1871.	
	Buxar	0.50	0.10	0.88	ditto.	
	Sasseran	0.15	Not received	0.15	23rd April 1871.	Not received 20th Feb. to 10th Apl.
	Bhabhoah	0.17	Nil	0.85	3rd April 1871.	
	Leonates	0.75	ditto	2.00	ditto.	
	Bhaugulpore	0.70	Not received	1.97	2nd April 1871.	
BRAHMPUTRA.	Mudheypoorah	2.15	ditto	5.05	ditto.	
	Banka	0.60	Nil	1.95	30th April 1871.	
	Monghyr	0.67	ditto	1.11	ditto.	
	Jamoor	1.10	0.30	3.38	ditto.	
	Begosari	0.73	Nil	0.98	ditto.	
	Deoghar	2.20	1.35	1.37	ditto.	
	Jauntara	1.70	Not received	1.70	23rd April 1871.	From 13th Feb.
	Rajmahal	Not received	ditto	2.20	26th Mar 1871.	From 12th Feb.
RAJSHAHY.	Purneah	2.02	Nil	4.18	30th April 1871.	
	Rampore Beaulah	0.20	ditto	1.15	ditto.	
	Nattore	1.25	ditto	2.85	ditto.	
	Bogran	1.85	1.32	5.97	ditto.	
	Dinapore	1.23	Nil	5.35	ditto.	
	Maldah	1.11	ditto	3.35	ditto.	
	Berhampore	2.88	0.10	1.99	ditto.	
	Jungipore	0.67	0.75	2.71	ditto.	
RAJSHAHY.	Lalbagh	1.16	0.09	2.53	ditto.	From 16th Jan.
	Jamoukanh	0.16	1.20	1.15	ditto.	From 17th April.
	Pubna	1.73	1.10	0.67	ditto.	
	Commercelly	Nil	Not received	5.02	23rd April 1871.	
	Sayangee	1.03	0.10	1.89	30th April 1871.	
	Bangpore	1.10	Nil	1.70	ditto.	
	Bhowanigunzo	2.35	0.88	8.15	ditto.	From 22nd Jan.
	Total	2.97	Nil	6.37	ditto.	
BURNAGE.	Bardwan	0.71	1.23	6.59	ditto.	
	Catwa	0.52	0.11	6.71	ditto.	
	Calna	1.22	1.50	7.51	ditto.	
	Bood-Bood	0.78	1.11	6.08	ditto.	
	Amcontan	0.39	1.60	6.85	ditto.	
	Rancegunge	0.41	1.23	1.10	ditto.	
	Sooree	1.25	0.65	1.51	ditto.	
	Booghly	1.19	1.30	6.23	ditto.	
BURNAGE.	Serampore	0.90	1.00	3.38	ditto.	From 20th Mar.
	Jahannabad	2.31	0.88	3.18	ditto.	From 21st April.
	Jowrah	1.15	2.08	12.71	ditto.	
	Midnapore	1.59	Not received	0.13	23rd April 1871.	
	Contai { Dy. Collr.'s Office ..	2.88	0.25	6.11	30th April 1871.	
	{ Engr.'s Office	4.15	0.85	8.05	ditto.	
	Gurbetta	1.76	1.08	7.13	ditto.	From 6th Feb.
	Tumlook	2.86	1.80	19.56	ditto.	
PRESIDENT.	Kishnaghur	0.66	0.11	5.14	ditto.	
	Bongong	0.63	0.80	9.17	ditto.	
	Ranaghat	0.60	1.10	7.55	ditto.	
	Meharpore	0.45	1.12	5.82	ditto.	
	Choudangah	0.90	2.55	9.15	ditto.	
	Koochteah	0.95	0.62	6.37	ditto.	
	Jessore	0.56	1.19	9.41	ditto.	
	Khoolneah	1.19	0.30	8.67	ditto.	From 16th Feb.
PRESIDENT.	Jendah	1.14	Nil	3.23	ditto.	From 6th March.

DIVISION.	Stations.	Rainfall from 17th to 23rd April 1871.	Rainfall from 24th to 30th April 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.— (Continued)	Saugor Island	3.20	1.50	9.90	30th April 1871.	
	Calcutta	1.29	1.86	11.88	ditto.	
	Alipore { Jail	0.98	1.60	10.55	ditto.	
	{ Hospital	1.12	1.60	10.14	ditto.	
	Barrackpore	0.25	1.10	8.13	ditto.	
	Dum Dum	0.60	2.31	10.87	ditto.	
	Baranet	0.86	1.62	8.47	ditto.	
	Satkharia	1.30	1.55	12.42	ditto.	
	Russeerhant	1.20	2.10	10.80	ditto.	
	Diamond Harbour	5.36	3.05	10.57	ditto.	
DACC.	Barripore	2.82	2.20	11.70	ditto.	
	Dacca { Telegraph Office	0.94	2.74	11.00	ditto.	
	{ Jail	0.50	3.80	10.10	ditto.	
	Burriamul	0.84	0.77	7.04	ditto.	
	Dowlat Khan	0.12	0.51	3.81	ditto.	
	Perazepore	0.33	0.50	7.70	ditto.	
	Madanpore	0.20	0.72	8.35	ditto.	
	Furtecpore	1.41	0.05	9.95	ditto.	
	Myrmensing	1.55	1.10	6.24	ditto.	
	Jamalpore	2.62	1.40	4.71	ditto.	
CHITTAGONG.	Atteah	0.40	0.16	9.55	ditto.	
	Kishorgunge	0.38	1.80	6.31	ditto.	
	Sylhet	0.80	2.69	22.05	ditto.	
	Chenai	1.03	Not received	19.92	23rd April 1871	
	Hylakandy	0.32	ditto	16.31	ditto	From 13th Feb., and not received 20th to 20th Feb. and 6th to 10th March.
	Koyah	0.41	ditto	16.13	ditto.	
	Chittagong { Telegraph Office	0.20	5.00	10.80	30th April 1871	
	{ Jail	0.34	0.07	6.11	ditto	
	Cox's Bazar	1.83	Not received	8.15	23rd April 1871	
	Rangamoota Hall	Not received	ditto	4.46	10th April 1871	
COCH BEHAR.	Noakhally	0.12	0.14	6.21	30th April 1871	
	Tippurah	0.40	1.19	6.58	ditto.	
	Brahmanbariah	0.80	Not received	6.31	23rd April 1871	
	Akyab	Nil	Nil	0.80	30th April 1871	
	Buxa	3.23	3.02	11.95	ditto	
	Cowdypur	Not received	Not received	8.11	10th April 1871	
	Dholave	3.50	0.82	8.72	30th April 1871	Not recorded 27th Feb to 5th March and not received 10th to 10th April
	Toon (Garo Hills)	2.80	Not received	8.34	23rd April 1871	
	Darjeeling { Telegraph Office	Not received	ditto	4.10	31st Mar 1871	
	{ Jail	1.16	1.14	6.08	9th April 1871	
ASSAM.	Ranghee	Not received	Not received	1.20	28th Feb 1871	
	Falakottah	1.56	ditto	4.96	23rd April 1871	
	Julpigoonie	2.34	0.51	8.04	30th April 1871	
	Boda	2.37	0.54	4.08	ditto.	
	Tezporo	2.16	1.29	11.47	ditto.	
	Nowzone	1.20	Not received	9.82	23rd April 1871	
	Mungledye	2.00	ditto	10.75	ditto	From 30th Jan.
	Burpethan	1.92	ditto	9.55	ditto	
	Cowhatty	1.71	0.88	8.10	30th April 1871	
	Socsaungon	1.30	Not received	17.02	23rd April 1871	
ASSAM.	Jorhat	0.64	ditto	10.38	ditto	From 27th Feb
	Golaghat	1.41	ditto	16.43	ditto	
	Nazeerah	0.79	ditto	14.80	ditto	Not received 20th to 20th Mar.
	Debraoghaur	2.63	ditto	12.07	ditto.	
	Suddya	1.96	ditto	18.37	ditto.	
	Shillong	1.04	ditto	3.14	ditto.	
	Cherrapunjee	1.50	2.21	30.30	30th April 1871	From 18th Feb.
	Jowai	1.72	Not received	9.15	23rd April 1871	
	Samoogoodting	2.24	ditto	5.37	ditto.	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 5th May 1871.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,

DURING THE HALF MONTH 1st TO 15th MARCH 1871.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea level.

STATIONS.	BAROMETER.										THERMOMETER.										HUMIDITY.				RAINFALL.	
	MEAN OF					SOLAR RADIATION.					MEAN OF					HIGHEST MAX.					MEAN OF				Inches.	
	1 hour.					Day.					4 hours.					22 hours.					Mean.				No. of days.	
	Mean.	10 hours.	10 hours.	22 hours.	Range.	Max.	Min.	Day.	Day.	Day.	Mean.	10 hours.	10 hours.	22 hours.	Day.	Day.	Day.	Day.	Day.	Day.	4 hours.	10 hours.	16 hours.	22 hours.	Day.	Day.
Port Blair	110	29.325	29.360	29.350	134	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Madras	27	29.325	29.360	29.350	134	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Vizagapatam	31	29.341	29.377	29.363	114	14.1	11.9	7.7	11.9	11.9	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7
Akyab	15	29.311	29.347	29.333	105	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
False Point	19	29.331	29.367	29.353	111	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Cuttack	80	29.341	29.377	29.363	111	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Saugor Island	6	29.341	29.377	29.363	111	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Chittagong	109	29.341	29.377	29.363	111	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Calcutta	151	29.341	29.377	29.363	111	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Jessore	27	29.341	29.377	29.363	111	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Bacca	85	29.341	29.377	29.363	111	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Cachar	73	29.341	29.377	29.363	111	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Hazareebagh	2,014	29.341	29.377	29.363	111	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Berhampore	89	29.341	29.377	29.363	111	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Gya	86	29.341	29.377	29.363	111	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Patna	178	29.341	29.377	29.363	111	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Monghyr	10,14	29.341	29.377	29.363	111	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Darjeeling	6,945	29.341	29.377	29.363	111	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Godpaulah	3,39	29.341	29.377	29.363	111	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Shillong	4,792	29.341	29.377	29.363	111	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Jeonpur	2,127	29.341	29.377	29.363	111	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Roorkee	5,737	29.341	29.377	29.363	111	13.5	11.5	7.5	11.5	11.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.CALCUTTA,
The 5th May 1871.

Mean Pressures and Temperatures of the preceding Table reduced to Sea Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressures reduced to sea level.	Mean temperature reduced to sea level.	WIND.	
			Proportional prevalence Max=100.	Mean direction.
Port Blair	...	...	...	...
Mudras	29 053	82 2	72	S 84° E
Vizagapatam	29 025	81 0	45	S 41° W
Akyab	29 035	77 4	42	N 31° W
Paloe Point	29 050	70 8	53	S 52° W
Cuttack	29 014	78 5	49	S
Saugor Island	29 000	75 2	61	S 11° W
Chittagong	29 955	74 8	34	N 53° W
Calcutta	29 899	70 2	72	S 67° W
Jessore	29 895	74 7	28	S 65° W
Dacca	29 906	71 4	58	S 14° W
Cachar	29 913	70 6	33	S 82° E
Hazareebaugh	29 809	77 0	67	N 82° W
Berhampore	29 808	74 7	03	S 61° W
Gya	?	77 1	34	S 80° W
Patna	29 894	71 1	15	N 70° W
Monghyr	29 801	73 1	8	N 64° E
Darjeeling	29 983	63 7	27	S 74° W
Gawalparah	29 888	68 2	62	N 84° E
Shillong	29 001	70 0	41	S 77° W
Bennes	29 889	73 1	22	N 77° W
Roorkee	29 908	70 1	26	N 77° W

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guvot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17, on the preceding page, by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way, by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month, which shall show the isobaric and isothermal lines, and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

HENRY F. BLANFORD,

Meteorological Reporter to the Government of Bengal.

CALCUTTA,
The 5th May 1871.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 1st to 7th May 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			h	Miles	In.		
May	1st	29.757	89.0	79.0	142.0	84.8	80.5	77.5	0.80	S & S by W	.	224.4	.	...	Cirrocumuli.
	2nd	787	92.0	76.8	142.5	83.3	75.0	70.7	.67	W & Variable	..	186.5	.	...	Cirrocumuli.
	3rd	706	82.2	78.0	147.0	84.9	78.1	73.3	.69	W & W by S	.	84.6	...	...	Cirrocumuli, cumuli, and clear.
	4th	750	93.0	74.4	147.7	84.0	77.9	73.6	.72	S S W & S by W	3.2	115.7	..	...	Chiefly cumuli. Brisk wind from 7½ to 7¾ p.m. Thunder at 8 p.m. Lightning on W at 7 and 8 p.m.
	5th	729	90.0	74.0	131.8	78.8	74.7	71.8	.80	E S E & Variable	3.6	230.0	0.25	○	Clear, and clouds of different kinds. Brisk wind from 11½ to 11¾ a.m. Thunder at 11½ and 12 a.m., and from 6 to 8 p.m. Lightning from 6 to 8 p.m. Rain at 11½ and 12 a.m., and from 6½ to 8 p.m. Chiefly cumuli. Drizzled at 5½ p.m.
	6th	705	91.4	71.8	148.5	81.0	75.9	72.3	.76	W N W & Variable	...	202.7	...	.	Chiefly cumuli. Drizzled at 5½ p.m.
	7th	683	91.3	70.8	150.0	83.8	75.0	73.9	.73	S E & S S W	.	83.3	0.48	..	Chiefly cumuli. Strong wind at 6½ p.m. Hail stone at 6½ p.m. Thunder and Lightning from 6 to 9 p.m. Rain from 6½ to 7½ p.m.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	20.3
The max. temperature during the past seven days	...	94.3
The max. temperature during the corresponding period of the past year	...	103.4
The mean humidity during the past seven days	...	0.74
The mean humidity during the corresponding period of the past year	...	0.69
		Inches.
The total fall of rain from 1st to 7th	... { by lower rain gauge	... 0.73
	... { by anemometer gauge	... 0.55
Ditto, average of seventeen previous years	...	1.20
Ditto, between the 1st January and the 7th May	...	12.61
Ditto, ditto ditto, average of 17 years	...	6.19

The 8th May 1871.

GOPEKNAUTH SEN,
In charge of the Observatory.

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			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.		
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The 8th May 1871.

GOPEPNAUTH SEN,
In charge of the Observatory.

No. 20



of 1871

SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, MAY 17, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, the 13th May 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

J. GRAHAM, ESQ., *Advocate-General,*

A. R. THOMPSON, ESQ.,

S. C. BAYLEY, ESQ.,

V. H. SCHALCH, ESQ.,

MOULVY ABDUL LUTKEE KHAN BANADOOR,

T. M. ROBINSON, ESQ.,

F. F. WYMAN, ESQ.,

T. H. WORDIE, ESQ.,

AND

BABOO DIGUMBER MITTAL.

HOOGLY BRIDGE BILL.

MR. SCHALCH moved that the report of the Select Committee on the Bill for the construction of a bridge across the river Hooghly between Howrah and Calcutta be further considered in order to the settlement of the clauses of the Bill.

The motion was agreed to.

HIS HONOR THE PRESIDENT said that before proceeding with the consideration of the proposed amendments in section 3, he would ask the permission of the Council to proceed with section 4 which he would wish to precede the third section, and he would take the opportunity of explaining the course which the Government proposed to pursue in regard to this matter. At the last meeting of the Council he had explained that he would postpone the consideration of the Bill partly to enable the Council to consider the details of the clauses, and partly in order to enable any hon'ble member of this Council, or of the public who might choose to do so, to propose any alternative scheme by which the money advanced by the Government for the construction of this bridge might be guaranteed in a manner more acceptable to the commercial community and the public at large. In the course of the fortnight that had elapsed he did not think anything had been suggested that might properly be called an alternative scheme in regard to guaranteeing the funds for the construction of the bridge. The only scheme which had been very lately laid before the Government in a somewhat summary shape was the scheme of the Port Trust Commissioners, from which it appeared that the commissioners by a majority of their number had resolved to intimate to the Government their willingness to pledge a certain portion of their property for the interest of the money advanced for the construction not of this bridge, but of a permanent bridge of an entirely different character from that which this Bill contemplated.

The view which His Honor took of that proposition was this, that to entertain it would of course inevitably entail very long delay. It seemed quite clear that if we undertook to consider a proposition of this kind and deferred the consideration of this Bill, the result would be that there must be for years to come correspondence and comparison of the different schemes of rival engineers, and a multitude of other considerations must be passed in review before any conclusion could be come to in respect to this proposal of building a permanent bridge over

the Hooghly. That proposal was at the present moment, if he might so express it, in a most embryo state; that was to say, the gentlemen who advised us in this matter were the Port Trust Commissioners, who had submitted a proposition for the construction of a permanent bridge. That proposition was at present in so vague and uncertain a shape, that he understood the resolution of the majority of the commissioners stated that probably a permanent bridge might be built for £400,000, and if not for £400,000 then for £500,000, and we also knew that an eminent engineer had estimated the bridge to cost £600,000. The whole of these differences in the estimates would have to be settled, and we would have to enter upon a new discussion on a new subject before we could come to any conclusion upon it. Therefore the view which he took was this, that the Government would not be justified in postponing this Bill, and in so doing postponing the construction of a bridge *sine die* or for an indefinite time. He was quite willing to say that in the event of this Bill being passed, this Government would be willing to submit to the Government of India the suggestion of the Port Trust Commissioners. But his impression was that the Government of India were likely to say—"We have fully considered this matter, and we have come to the conclusion that under all the circumstances a floating bridge will be preferable;" and he thought that in that case the Government of India would probably be justified in saying that we should not longer expend time in discussion. The best thing was to build a bridge of some sort, and it appeared to His Honor that we should not be held justified if with the view of possibly getting at some future period a permanent bridge, we postponed in an indefinite manner a proposal which had now taken a definite shape, and was ready for immediate execution. He was quite willing to admit that the question between a floating and a permanent bridge was one that required the gravest and best consideration. He believed that eminent engineers, whose opinions were entitled to the highest consideration, had hitherto concluded that under all the circumstances it was better to go on with this plan for the construction of a floating bridge. He might further say that in the view of an hon'ble member of Council who was at one time concerned in the proposal for constructing a floating bridge, there was considerable advantage in respect to a floating bridge; in this respect, that if it did not answer, or it was considered desirable to remove it, we could remove it. It was not like a permanent bridge, which was irremovable. The advantage of a floating bridge was this, that you could move your boats and materials and use them at some other point in this great river and construct the bridge there.

Well then the determination of the Government being to go on with this Bill, he was anxious to concede all that was possible to the views expressed by the mercantile members of this Council and others of the community with regard to the terminal charge. He felt that to those opinions great respect was due. At the same time recent discussions had led him to hope that those opinions had since been a good deal modified. There were a good many people who were inclined to think that they would rather submit to a terminal charge than do without a bridge. The Government therefore were not prepared to abandon that point. But what His Honor was prepared to do was this. He was prepared to say that beyond obtaining a sufficient guarantee for the money advanced, the Government were not in any sense inclined to oppose their own views to those of the mercantile community. And his object in making this change in respect to the order of sections 3 and 4 was this, that he was quite willing that section 3, which would enable us to levy tolls on the bridge, should be taken as the primary and first source of supply, and that section 4, which would enable us to levy a terminal charge upon goods, should be taken as a secondary source of supply, and one which might perhaps at some future time be abandoned. Our view was that it was absolutely necessary, in order to the construction of this bridge, that we should commence with both these sources of supply; but he was ready to declare, and he did declare, that as far as he was the representative of this Government, when the bridge was in active operation, if it was proved by counting the carriages and carts and other things crossing the bridge, that the tolls would be sufficient to support the bridge, then if the mercantile and the general community of Calcutta should be at that time of the same mind in which they lately were when this Bill was last discussed, we should be glad to defer to that opinion and abandon the terminal charge in favor of a system of charges and tolls wholly upon the bridge. He would not pledge the Government absolutely to do this, because it was quite possible that the mercantile community might find that the system of a railway terminal charge was to them an easier and more convenient mode of charge than the taking of tolls upon the bridge. It must be remembered that not only was it a simpler form of charge, but that it would also get rid of great difficulty and obstruction caused by the collection of tolls from each individual cart and passenger and carriage while crossing the bridge. But however that might be, he merely said this, that possibly the community might change their mind; but if they did not change their mind, he was quite sure that the Government had themselves no such preference for such a particular mode of raising money that it would induce them to oppose the public opinion of the city and of the mercantile community. And therefore he said again that if they wished to get rid of this terminal charge, and it should be proved that the tolls would be sufficient to support the bridge, we should be willing to abandon this particular form of charge.

With the permission of the Council he would therefore postpone the consideration of section 3 till section 4 had been considered.

MR. SCHALCH said that before proceeding to propose the amendments of which he had given notice, he would ask the permission of the Council to say a few words as to what had fallen from His Honor the President in connection with the proposition made by the Port Trust Commissioners. As he (Mr. Schulch) happened to be connected with that body, he was in a position to state the reasons that induced them to make that proposition. They did not desire to postpone the passing of this Bill, or to interfere in any way with the legislative action of this Council; because it would be observed that the Bill in itself made no reference to any special description of bridge; therefore it appeared to him that in passing the Bill we should get rid of any difficulty in regard to the construction of a bridge, either floating or permanent, and then the question would come up, What class of bridge should be constructed?

The Port Commissioners entertained a very strong opinion of the relative advantages to be derived from a floating and a permanent bridge. They felt sure that the advantage to be derived from a permanent bridge would be so very much in excess of that of a floating bridge, especially as regards the goods traffic which could be carried over the bridge without breaking bulk, and that this bridge would so largely increase the value of their property on the strand bank that they were willing, in consideration of the risk attending the additional expense that would be caused by the construction of a permanent bridge, to pledge a portion of their property, the annual value of which would not be less than Rs. 60,000, as security to the Government for the repayment of the sum advanced by the Government for the construction of such a bridge. They felt also that while it was a question that a floating bridge could be constructed for ten lakhs of rupees, there should be no delay in its construction; because it was certain that if a floating bridge could be constructed for such a sum, there would be little difficulty in substituting a permanent bridge subsequently or recovering that amount from the proceeds of the bridge. But when, as we now found, a floating bridge would cost not ten lakhs of rupees, but nearly double that amount, the Port Commissioners were strongly of opinion that the construction of a floating bridge at such a cost would put off for many years the construction of any permanent structure.

Another point was that the Commissioners had failed to put their proposed scheme in a sufficiently full form before the Government. All that they wished to do was, that when the Bill was passed the Government should carefully consider whether, looking to the now greatly increased expenditure for a floating bridge, it might not be better at once to construct a permanent structure; and with the view to enable the Government to do so, they had laid before the Government this scheme, which was merely a rough modification of one which had been already suggested by that eminent engineer Mr. Rendel, showing what alterations might be made so as to bring the construction of the bridge fairly within an expenditure of from forty to fifty lakhs of rupees. If it could be constructed for fifty lakhs, it was scarcely a matter of doubt that with the collateral security now offered by the Port Commissioners, the necessary advances might be made without involving the Government in any risk. And it was merely to enable the Government to re-open the question and consider it in all its bearings that they had submitted the present report. They felt also that while a floating bridge would cause great danger and risk to the heavy boat traffic which was now carried on on the river, that danger would be obviated to a great degree if a permanent bridge were constructed.

HIS HONOR THE PRESIDENT said he should like, before the hon'ble member proceeded with his amendments, to explain the view which this Government had taken with reference to the remarks that had just been made. He was quite willing to admit that he perhaps was wrong in speaking of this Bill as one for the construction of a floating bridge: he had no doubt the Bill would suit either a floating or a permanent bridge. At the same time it was notorious that this Bill had been promoted with the view to the construction of a particular bridge, viz a floating bridge; and in the position in which the Government of Bengal was now placed, he could not hold out any hope or promise that this Government would take upon itself to consider the relative merits of a permanent bridge as opposed to the scheme which was already advanced, and which was now before the public. All that he could say was that if the Bill should be passed, in submitting the matter to the Government of India, he would also submit the proposal of the Port Trust Commissioners, which he thought was entitled to every respect. If the Government of India should think fit to reconsider the matter, why of course it would be open to them to do so, and there was nothing to prevent their doing so. But he could not give a pledge either on the part of the Government of Bengal or of the Government of India, that if this Bill was now passed, we should delay to go on with the floating bridge, the scheme for which had already proceeded to such an advanced point.

On the motion of MR. SCHALCH, section 4 was amended by the omission of the words "and for goods engaged on the Railway of the East Indian Railway Company into or from their station at Howrah;" and the section was transposed so as to stand before section 3.

Section 3 was agreed to with a verbal amendment.

On the motion of MR. SCHALCH the following section was introduced after section 4:—

"The said Lieutenant-Governor may appoint such person or persons as he shall think fit to collect tolls, fees, and charges under this Act, and also to take charge of the said bridge and to superintend the traffic thereon."

In section 7, on the motion of MOULVY ABDOL LUTEEF, "Hindoostanee and Hindee" were added to the languages in which the bye-laws and tables of tolls are to be exhibited.

Section 8 was passed with verbal amendments.

To section 9 the following clause was added on the motion of Mr. SCHALCH:—

"Interest at the rate of four and a half per centum per annum shall be charged on such sums respectively on the 31st day of March and the 30th day of September in each year from the respective dates upon which such sums shall have been advanced up to the date of the opening of the said bridge for traffic; and all sums so charged for interest as aforesaid shall be deemed to be sums advanced within the meaning of this section."

Section 10 was passed after verbal amendments.

Section 11 was agreed to after the correction of a misprint, the words "the said commissioners" being substituted for "three commissioners."

Sections 12 to 16 were agreed to after verbal amendments.

Section 17, after amendment, stood as follows:—

"Whenever the half-yearly accounts to be laid before the Lieutenant-Governor of Bengal under the provisions of this Act shall show a surplus of income over expenditure, such surplus, or so much thereof as the said commissioners shall think fit, may be invested by the commissioners in the purchase in their corporate name of Government securities, and the interest thereof may be accumulated and invested in like manner, with power to the commissioners at any time to dispose of any such securities, and to apply the proceeds and interest thereof, with the sanction of the Lieutenant-Governor, in or towards any of the purposes of this Act."

Section 18 was passed with a verbal amendment.

The following section was introduced after section 20:—

"XX. (a.) After the repayment of all sums advanced under the provisions of section 9, whenever an estimate is submitted or resubmitted pursuant to the next preceding section, if the Government securities then held by the commissioners shall have been declared by them at a meeting, and shall be considered by the Lieutenant-Governor to form a sufficient reserve fund for the purposes of this Act, then the said Lieutenant-Governor shall so regulate the scale of fees, tolls, and charges in relation to the said bridge, as that the probable income derivable therefrom shall be no more than is sufficient to defray the expenditure set forth in the said estimate."

Section 22 was agreed to with a necessary amendment.

Section 24 was passed after the inclusion of sections 24, 25, 26, 28, 29, and 37 amongst the provisions of Act V of 1870 (the Calcutta Port Improvement Act) to be made applicable to this Act.

The schedule as amended stood as follows:—

SCHEDULE.

REFERRED TO IN SECTION III.

Maximum amount of tolls, fees, and charges.

	As.	P.
For every foot-passenger with or without load ...	0	3
For every horse ...	1	0
For every pony ...	0	6
For every buffalo ...	1	0
For every cow, ox or bull ...	0	6
For every calf, sheep, goat or pig ...	0	3
Or per score ...	3	0
For every two-wheeled vehicle without springs ...	1	0
Ditto ditto carrying goods or animals or passengers ...	3	0
For every two-wheeled vehicle with springs ...	2	0
For every four-wheeled vehicle without springs ...	2	0
Ditto ditto carrying goods or animals or passengers ...	4	0
For every four-wheeled vehicle with springs other than a 2nd or 3rd class hackney carriage ...	4	0
For every maund of goods conveyed over the bridge on a tramway or railway ...	0	4
For every empty truck using a tramway or railway ...	4	0
Animals drawing any of the above vehicles to be charged in addition to the charge on the vehicle.		
For every second class hackney carriage ...	1	0
Ditto ditto carrying goods or passengers ...	3	0
For every third class hackney carriage ...	1	0
Ditto ditto carrying goods or passengers ...	2	0
For every palankeen and bearers. ...	2	0

Section 1, the interpretation section, and the preamble and title, were then agreed to.

HIS HONOR THE PRESIDENT intimated that at the next meeting of the Council he hoped that a Bill for the imposition of rates on immoveable property would be brought forward.

The Council was adjourned to Saturday, the 27th instant.

Circular.

From S. C. BAYLEY, Esq., Officiating Secretary to the Government of Bengal in the Judicial Department, to all Commissioners,—(No. 28, dated Fort William, the 10th May 1871.)

PREVIOUS to 1869, the law which rendered it necessary to try every criminal case arising in a division of a district in that division, made it almost indispensable to invest sub-divisional magistrates with the fullest powers, and rendered divisions of districts for many purposes almost small districts in themselves. Act VIII. of 1869, section 3, quite changed that state of things, and made the division of a district comparatively little distinguished for judicial purposes. There appear to be now but few powers which the magistrate in charge of a sub-division can exercise and another magistrate cannot; such as the withdrawal from, or reference to, another magistrate (subordinate to the sub-divisional magistrate) of a pending case (Criminal Procedure, sections 36 and 273), and the removal of a nuisance (section 308). With reference to the terms of sections 66 and 23H, it does not appear that a sub-divisional magistrate can, as such, receive a complaint unless he is specially authorized under sections 23H, 66A, or 66B. But the difficulty which might result from the possible absence of such authority is obviated and power to act in all emergent cases is given by section 68, which enables the sub-divisional magistrate to take cognizance of any offence without a complaint; as well as by sections 133, 135, and 151, by which the police send intimation before arrest, and the offender, after arrest, to the magistrate.

2. Act VIII. of 1869 also contained the provision now incorporated in the Code of Criminal Procedure (section 66B), by which the magistrate of the district is enabled, subject to the orders of the local Government, to empower any magistrate of any grade in his district to entertain cases either on complaint or report: provided, of course, the cases are within the jurisdiction of each.

3. The Lieutenant-Governor, considering that it is desirable that the magistrates of districts should have the fullest possible authority and responsibility in regard to the administration of the whole of their districts, is of opinion that the authority of Government to invest particular officers with general powers should not ordinarily be exercised, and should be confined to special cases and special circumstances. Ordinarily he would leave the delegation to any magistrates subordinate to the magistrate of the district (whether they are in charge of sub-divisions or not) of the power to entertain cases, to the magistrate of the district himself, who will act under the authority conferred on him by section 66B.

4. The Lieutenant-Governor is therefore pleased to withdraw all powers which may at any time before this have been conferred on individual magistrates under section 66A or any former corresponding law. But this will not affect the particular power duly conferred under section 38 when a case has legitimately come before any subordinate magistrate so empowered.

5. It is to be understood that the former orders authorizing magistrates of districts to delegate the power of hearing complaints in certain circumstances, are not by implication to limit that power to those circumstances; the fullest authority is now given to magistrates of districts to exercise their discretion in empowering any magistrate or subordinate magistrate to hear all cases, or any classes of cases, or any particular case, according to his jurisdiction and fitness.

6. At the same time it must be particularly understood that these orders are not intended to encourage magistrates of districts to divest themselves of criminal functions; on the contrary, it is expected that they will exercise the utmost discretion in regard to the power entrusted to the magistrates subordinate to them, whether at head-quarters or in sub-divisions; and since they have been so much relieved by the transfer of rent suits, the Lieutenant-Governor considers that they should themselves take a large share of the criminal business. With this latter view the Lieutenant-Governor is pleased to cancel the orders under which joint-magistrates are usually placed in charge of a head quarters sub-division. He thinks that the magistrate of the district should ordinarily himself undertake this charge when he is at or near head-quarters, and that it should only be delegated to a subordinate when he is absent in other parts of the district. Exceptions may only be made in the case of the 24-Pergunnahs and any other district in which the general duties of the magistrate and collector are of a very peculiar character.

7. The instructions contained in the last paragraph will, however, not prevent the magistrate from empowering any of his subordinates in the head-quarter portion of the district to hear petitions in any cases, or classes of cases, or coming from any locality. This distribution of the work will require great judgment and discrimination. Things should be so arranged that neither, on the one hand, should the magistrate lose sight of cases which he ought to see or regulate, nor, on the other, should parties be unnecessarily driven about from one magistrate to another before being heard. The great thing is, that the people should not be harassed more than can in any way be avoided. The Lieutenant-Governor fears, from what he has heard, that at present they are at some places far too much handed about from one court to another, and he trusts that this will not be the case in future. It must be remembered that only one officer at one place can have the power to make over a petition to

any other magistrate, viz. the magistrate of the district at head-quarters and the sub-divisional magistrate in his sub-division, so that it cannot legally be that the magistrate should hand over to the joint-magistrate, and the joint-magistrate to the deputy. It will generally be better that magistrates whom it is desired to employ in that capacity, and whose discretion can be trusted, should be empowered to hear certain classes of cases arising within certain local limits, the magistrate of the district always keeping a watch over their proceedings besides retaining certain criminal works himself.

8. Ordinarily, it will of course be desirable that magistrates in charge of sub-divisions should have a general authority to hear complaints and receive cases in their sub-divisions. The magistrate of the district should exercise his own discretion in empowering any other magistrate in a sub-division to hear any cases or classes of cases, subject to the power of withdrawing any case which is possessed by the magistrate of the sub-division.

9. It should be understood, however, that even in the case of sub-divisional magistrates, it is not to be taken as a matter of course that they are to be empowered to hear all cases without reserve. Much must depend on the character of the magistrate and of the locality, and the magistrate of the district should limit the power to hear any classes of cases which he does not think it desirable wholly to entrust to the sub-divisional magistrate. He must always remember that his own responsibility is as complete in the sub-divisions as in any other portion of the district.

10. The Lieutenant-Governor especially desires sub-divisional officers to keep the magistrate of the district promptly informed of any emergent case which they may have taken up under section 68, or of any peculiar difficult or important case which may come before them in the exercise of the powers entrusted to them, so that the magistrate of the district may have an early opportunity of advising them and of withdrawing the case if necessary. They should keep him well informed of any action they may take regarding the removal of nuisances and such like matters.

11. It must be very fully understood that sub-divisional magistrates are most entirely under the control of the magistrate of the district, and no attempt to escape entire and honest subordination will be tolerated. The Lieutenant-Governor hopes that he will have no occasion to interfere for the thorough and complete maintenance of this principle.

12. The arrangement placing joint-magistrates in charge of head-quarters sub-divisions being brought to an end, assistants in charge of sub-divisions will not necessarily be brought to head-quarters on promotion to the grade of joint-magistrate. It will frequently be desirable that the more experienced officer should remain in a part of the district which is far from the magistrate of the district, while a junior officer may assist at head-quarters.

13. Magistrates of districts should lose no time in supplying, by their own order, under section 66B, the want of jurisdiction to hear cases which may be occasioned by the withdrawal of powers heretofore conferred by Government, and they are directed to submit to the commissioners of divisions a report showing what arrangements they have made for the distribution of the criminal work of the whole district. They are competent to alter this distribution from time to time, and to withdraw any of the powers which they have given to any magistrate, but should keep the commissioner generally informed of the nature of the arrangements which they make. And commissioners will be so good as to submit to Government a report showing the arrangements made in the several districts of their divisions. They should give magistrates the benefit of their advice with reference both to their own experience and to what they may see of the working of different practices in the various districts, and they should inform Government of their opinion of the arrangements made, and bring to notice anything that seems to them faulty or objectionable, and anything that seems specially worthy of imitation in other districts.

Meteorological Telegraphic Report for the period 7th to 13th May 1871.

STATION.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	May 7th	10	29.739	29.757	88.0	81.4	72	S S W	...	...	K	
		16	29.619	29.639	84.3	83.0	81	S S W	...	...	K	
	8th	10	29.705	29.723	86.0	80.0	75	E S E	...	0.18	CS	
		16	29.628	29.640	88.3	77.3	58	S S W	...	0.06	CS	
	9th	10	29.751	29.769	81.0	77.0	82	S	...	0.07	K	
		16	29.600	29.678	83.1	77.0	75	S W	...	...	S, N	
	10th	10	29.768	29.786	87.1	80.7	71	S S W	...	...	K	
		16	29.663	29.681	88.5	80.0	67	S W	...	...	.....	o
	11th	10	29.771	29.792	86.1	79.1	73	S S W	...	0.24	.....	b
		16	29.637	29.655	89.7	81.0	66	S S W	...	...	S	
	12th	10	29.775	29.793	85.5	80.2	77	S by W	...	0.27	K	Low squalls from S by W
		16	29.650	29.668	89.0	80.5	67	S S W	...	...	K	
	13th	10	29.706	29.784	89.5	79.0	74	S S W	...	0.16	K	
		16	29.636	29.654	90.8	79.5	58	S S W	...	...	K	
SALVOR ISLAND.	7th	10	29.714	29.750	88	82	76	S S W	0.1*	0.10	N	b, v
		16	29.643	29.649	88	83	80	S	0.0*	...	N	b
	8th	10	29.715	29.721	85	80	79	S S E	0.0*	0.20	N	b, m
		16	29.652	29.658	85	78	71	S E	13.7*	...	N	b, u
	9th	10	29.740	29.755	86	82	83	W N W	6.0*	2.00	K	b, v
		16	29.676	29.692	81	76	78	N N E	7.0*	...	N	b, v
	10th	10	29.780	29.795	88	83	80	S	10.2*	...	N	b
		16	29.664	29.670	80	83	73	S S E	13.8*	...	N	b, v
	11th	10	29.793	29.798	87	82	79	S E	20.0*	...	K	b
		16	29.661	29.670	89	83	76	S S E	11.2*	...	N	b
	12th	10	29.793	29.799	85	79	75	S E	10.3*	0.00	K	b, v
		16	29.672	29.678	87	81	76	S S E	15.3*	...	K	b
	13th	10	29.783	29.790	88	82	76	S	6.4*	0.10	K	b, v
		16	29.662	29.668	89	83	75	S S E	10.9*	...	N	b
CHITTAGONG.	6th	10	29.713	29.822	87	75	55	N N E	5.5*	...	CK	b
		16	29.678	29.686	91	77	50	S W	7.3*	...	...	b
	7th	10	29.736	29.841	90	80	63	W	4.5*	...	K	b
		16	29.606	29.715	87	80	72	W S W	15.7*	...	KS	b
	8th	10	29.695	29.803	90	81	66	S W	7.1*	...	K	b
		16	29.600	29.710	85	80	70	W	11.7*	...	KS	b
	9th	10	29.691	29.800	87	81	76	S S E	1.0*	0.10	K	b, v
		16	29.616	29.725	86	80	75	W S W	16.1*	...	K	b
	10th	10	29.751	29.861	87	81	76	S W	6.1*	...	...	b
		16	29.615	29.755	85	80	79	S W	12.5*	...	KS	u, t, g
	11th	10	29.751	29.861	87	80	72	S	5.1*	0.10	...	b
		16	29.688	29.799	78	72	73	W	11.7*	...	N	d, u, g
	12th	10	29.738	29.844	85	80	79	E S E	5.0*	0.20	CK	b
		16	29.656	29.767	81	78	86	W S W	12.0	...	N	d, g
MADRAS.	6th	10	29.811	29.841	91	77	43	S by W	10*	...	...	bc
		16	29.667	29.667	90	79	59	E by S	12*	...	...	b
	7th	10	29.817	29.867	91	79	19	N W	5*	...	...	bc
		16	29.716	29.716	89	81	69	E by S	12*	...	...	bc
	8th	10	29.810	29.810	90	80	47	S	11*	...	...	bc
		16	29.688	29.718	90	80	63	E S E	15*	...	...	bc
	9th	10	29.794	29.824	92	78	51	S W by S	10*	...	...	bc
		16	29.659	29.660	92	76	45	E S E	8*	...	...	bc
	10th	10	29.805	29.835	90	77	53	S	5*	...	...	bc
		16	29.689	29.719	91	78	53	F N E	9*	...	...	bc
	11th	10	29.810	29.810	93	76	43	N N W	5*	...	...	bc
		16	29.716	29.716	89	79	62	E S E	11*	...	...	bc
	12th	10	29.816	29.816	92	76	45	N W	6*	...	...	bc
		16	29.729	29.759	88	79	65	E	9*	...	...	bc
CUTTACK.	7th	10	29.671	29.750	80	79	62	W S W	...	...	...	Fair, v
		16	29.511	29.623	92	80	57	S W	...	...	...	"
	8th	10	29.676	29.754	86	71	51	N W	...	...	...	Fair, v, t, l
		16	29.557	29.638	93	84	58	S S E	...	...	CS, C	"
	9th	10	29.674	29.750	87	80	72	S W	...	...	CS, C, N	d
		16	29.564	29.645	91	82	66	S S E	...	...	...	"
	10th	10	29.704	29.785	90	81	60	S S W	...	...	...	Fair.
		16	29.601	29.642	93	82	60	S	...	...	C, S	"
	11th	10	29.710	29.798	88	80	69	S W	...	0.10	...	t, l, r, fair.
		16	29.601	29.682	91	80	57	S	...	...	...	Fair.
	12th	10	29.688	29.769	91	80	60	S S W	...	...	...	Fair.
		16	29.507	29.618	90	79	59	S S E	...	...	...	Fair
	6th	10	29.712	29.757	88	82	76	W	1	...	K	b
		16	29.604	29.623	89	80	66	W N W	2	...	CS, K	
ARAB.	7th	10	29.798	29.813	83	81	69	W N W	1	...	CK	
		16	?	?	89	82	73	S W	1	...	K	
	8th	10	29.777	29.792	86	80	75	S S E	1	0.10	C	b
		16	29.712	29.727	88	83	80	S W	1	...	N	b
	9th	10	29.788	29.803	78	76	90	S E	2	1.70	N	b
		16	29.707	29.722	80	80	75	S	1	...	N	b
	10th	10	29.833	29.818	87	81	76	S S W	1	...	K	b
		16	29.723	29.737	88	83	80	S W	1	...	K	b
	11th	10	29.823	29.818	87	81	76	S S E	1	...	C	b
		16	29.712	29.727	88	83	80	W S W	2	...	K	b
	12th	10	29.803	29.818	87	80	72	S	1	0.70	C	b
		16	29.725	29.740	87	81	76	W	1	...	C	b
	13th	10	29.797	29.812	86	80	75	E	1	...	K	
		16	29.681	29.696	88	82	76	W	1	...	K	

* Velocity of wind in miles per hour.

CALCUTTA,
The 13th May 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISION.	Stations.	Rainfall from 24th to 30th April 1871.	Rainfall from 1st to 7th May 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	1.90	2.28	11.08	7th May 1871.	
	{ Jail ...	1.92	2.08	8.82	ditto.	
	Falea Point ...	2.20	Not received	11.55	30th April 1871.	
	Jagipore ...	1.70	1.05	5.95	7th May 1871.	
	Kondrapatrah ...	2.00	1.30	7.40	ditto.	
	Jugutungpore ...	1.80	0.80	10.80	ditto.	
	Sunmihore ...	0.63	Not received	2.78	30th April 1871.	
	Balasore ...	2.37	0.75	12.43	7th May 1871.	
CHOTA NAGPORE.	Bhuddruck ...	0.23	1.20	4.38	ditto.	
	Poorer ...	1.92	0.13	8.75	ditto.	Not received 10th to 16th April.
	Khoordah ...	Not received	Not received	0.20	23rd April 1871.	
	Hazareebaugh ...	Nil	0.08	1.57	7th May 1871.	
	Burhee ...	0.54	0.01	1.82	ditto.	
	Pachamra ...	0.13	0.28	3.70	ditto.	
	Rancher ...	0.36	Not received	2.44	30th April 1871.	
	Palamow ...	Nil	0.29	1.04	7th May 1871.	
PATNA.	Purnia ...	0.89	0.36	4.01	ditto.	
	Chyebanna ...	1.05	0.08	5.03	ditto.	
	Patna ...	Nil	0.75	2.04	ditto.	
	Behar ...	0.6	1.73	3.17	ditto.	
	Barh ...	Nil	0.60	2.10	ditto.	
	Diunapore ...	ditto	0.15	1.44	ditto.	
	Gya ...	0.40	0.40	3.40	ditto.	
	Sherghotty ...	Not received	Not received	0.16	8th April 1871	Not received 27th Feb. to 2nd Mar.
BHAGPUR.	Nowadah ...	ditto	ditto	1.09	ditto.	
	Arungabad ...	0.20	0.32	2.42	7th May 1871.	
	Chumparan ...	Nil	Nil	0.18	ditto.	
	Chuprah ...	ditto	0.40	1.50	ditto.	
	Sewan ...	ditto	1.16	4.82	ditto.	
	Mozaferpore ...	ditto	Nil	1.90	ditto.	
	Durbhangah ...	ditto	0.79	2.95	ditto.	
	Seetamarce ...	ditto	0.18	4.70	ditto.	
RAJSHAHY.	Tapore ...	ditto	Not received	1.61	30th April 1871	Not recorded 6th to 19th Mar.
	Mudhubani ...	ditto	1.08	4.67	7th May 1871	From 1st April.
	Arrah ...	ditto	0.61	1.36	ditto	
	Buxar ...	0.10	Nil	0.88	ditto	
	Sasarrain ...	Not received	0.70	0.45	23rd April 1871	Not received 20th Feb. to 16th Apl., and 24th to 30th April.
	Bhubhoah ...	Nil	0.23	1.13	7th May 1871.	
	Benates ...	ditto	Nil	2.00	ditto	
	Bhagnulpore ...	Not received	Not received	1.07	23rd April 1871.	
BARDWAN.	Mudhey poorah ...	ditto	1.10	6.15	7th May 1871	Not received 24th to 30th April.
	Bauka ...	Nil	0.75	2.70	ditto.	
	Mongher ...	ditto	0.02	1.40	ditto.	
	Jamoor ...	0.30	0.15	3.93	ditto.	
	Begoorari ...	Nil	0.27	1.25	ditto.	
	Deoghur ...	1.35	1.08	5.65	ditto.	
	Janitara ...	0.40	0.20	5.30	ditto	From 13th Feb.
	Rajmehal ...	Nil	Not received	3.20	30th April 1871	From 12th Feb., and not received 25th March to 7th April.
RAJSHAHY.	Purneah ...	ditto	0.53	4.71	7th May 1871.	
	Rampur Beaulash ...	ditto	1.12	2.27	ditto.	
	Nattora ...	ditto	2.99	5.91	ditto.	
	Bograh ...	1.42	0.72	6.69	ditto.	
	Dinapore ...	Nil	0.66	6.61	ditto.	
	Maldah ...	ditto	0.69	4.01	ditto.	
	Barhampore ...	0.10	1.66	6.65	ditto.	
	Jungipore ...	0.55	1.10	3.41	ditto.	
RAJSHAHY.	Lailbagh ...	0.09	0.61	3.17	ditto	From 16th Jan.
	Jamookandi ...	1.20	0.90	2.35	ditto	From 17th April.
	Pubna ...	1.10	0.75	7.42	ditto.	
	Commercolly ...	Not received	Not received	5.02	23rd April 1871	
	Seragunge ...	0.40	2.23	7.12	7th May 1871	
	Rungpore ...	Nil	0.60	4.30	ditto.	
	Bhowanigunge ...	0.48	1.67	9.42	ditto	From 22nd Jan.
	Titalya ...	Nil	1.16	7.53	ditto.	
BARDWAN.	Burdwan ...	1.22	0.05	6.64	ditto.	
	Cutwa ...	0.11	0.52	7.23	ditto.	
	Culus ...	1.50	0.06	8.50	ditto.	
	Bood-Bood ...	1.14	0.19	6.27	ditto.	
	Bancooran ...	1.90	Nil	6.85	ditto.	
	Hancoogunge ...	1.23	0.74	5.23	ditto.	
	Sooree ...	0.65	0.66	5.17	ditto.	
	Hoochly ...	1.30	Nil	6.23	ditto.	
BARDWAN.	Serampore ...	1.90	0.30	3.68	ditto	From 20th Mar.
	Jahanabad ...	0.89	0.10	3.28	ditto	From 21st April.
	Hawrah ...	2.8	0.14	12.85	ditto.	
	Madnapore ...	1.60	0.60	11.33	ditto.	
	Coutai { Dy. Collr.'s Office ...	0.25	1.10	7.21	ditto.	
	{ Rngr.'s Office ...	0.85	0.53	8.60	ditto.	
	Gurbetta ...	1.08	Nil	7.43	ditto	From 6th Feb.
	Taulook ...	1.80	0.50	20.06	ditto.	
PRESIDENCY.	Kishnaghur ...	0.41	0.31	5.75	ditto.	
	Bongol ...	0.80	0.25	9.72	ditto.	
	Itanaghat ...	1.10	0.76	8.31	ditto.	
	Meharpore ...	1.19	1.53	7.35	ditto.	
	Chowangrah ...	2.55	3.05	12.20	ditto.	
PRESIDENCY.	Koolteah ...	0.62	1.45	7.82	ditto.	
	Jessore ...	1.19	1.05	11.36	ditto.	

No. 21



of 1871

SUPPLEMENT TO
The Calcutta Gazette.

WEDNESDAY, MAY 24, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 6th May 1871, on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total Traffic Receipts.
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.			
		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.		£ s. d.
Total traffic for the week	108,032	1,29,170 7 0	11,840	12 5	653,783 0	*3,68,872 4 9	*23,767 9 3	45,008 1 8	
Or per mile of railway		100 15 3		9 5 1		287 14 6	20 7 10	35 12 11	
For previous 17 weeks of half year	1,837,977	27,80,024 8 0	256,384	15 0	10,571,472 10	66,25,713 6 0	607,367 1 2	863,741 16 2	
Total for 18 weeks ...	1,946,009	29,20,094 15 6	268,225	7 5	11,005,267 10	69,04,085 10 9	641,124 10 5	909,349 17 10	
COMPARISON.									
Total for corresponding week of previous year	97,024	1,31,442 8 2	12,048	17 11	756,908 0	4,41,566 5 8	40,476 18 4	52,535 16 3	
Per mile of railway, corresponding week of previous year ...	.....	116 2 8		10 13 0	.....	390 4 0	35 15 5	46 8 5
Total to corresponding date of previous year	2,080,904	35,51,700 0 0	325,589	15 2	13,529,000 10	74,16,601 11 11	679,864 4 8	1,005,434 19 10	

* Rs. 1,391-3-3 added on account of freight of locomotive coal carried on Jubbulpore line.

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 6th May 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	4,395	11,185 8 1	1,025 6 9	65,909 10	19,877 15 9	1,776 6 4	2,801 13 1
Or per mile of railway ...		50 2 7	4 11 11		88 14 4	7 19 4	12 11 3
For previous 17 weeks of half year	81,540½	2,84,711 7 11	26,098 11 1	980,876 20	290,250 11 9	26,006 6 4	52,704 17 5
Total for 18 weeks ...	85,935½	2,95,897 0 0	27,123 17 10	1,046,536 30	309,029 11 6	28,382 12 8	55,506 10 6
COMPARISON.							
Total for corresponding week of previous year ...	3,419½	9,567 4 11	877 0 1	43,453 20	15,098 14 1	1,384 1 4	2,261 1 5
Per mile of railway, corresponding week of previous year ...	.....	42 14 5	3 18 8	.....	67 11 4	6 4 1	10 2 9
Total to corresponding date of previous year	91,148	3,01,597 7 10	27,646 8 10	747,016 20	2,20,703 2 1	20,781 2 5	43,427 11 3

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 6th May 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	35,894	19,497 19 9	1,787 5 11	104,670 14	20,044 9 4	1,841 1 9	3,628 7 8
Or per mile of railway ...	229	124 9 5	11 8 5	669 0	128 5 4	11 15 3	23 3 8
For previous 17 weeks of half year	525,084½	3,21,221 10 3	29,445 6 6	21,64,060 33	4,13,846 7 1	40,086 18 2	70,131 4 8
Total for 18 weeks ...	560,978½	3,40,719 7 0	31,232 12 5	2,273,331 7	4,63,941 0 5	42,826 19 11	73,759 12 4
COMPARISON.							
Total for corresponding week of previous year ...	24,726½	13,107 0 9	1,201 9 7	61,016 20½	16,740 2 1	1,535 6 9	2,736 16 4
Per mile of railway, corresponding week of previous year ...	218	115 11 0	10 12 2	715 0	147 14 4	13 11 2	24 8 4
Total to corresponding date of previous year	481,883½	2,99,770 8 1½	27,478 10 8	2,004,143 2½	3,20,789 6 1	29,405 13 8	50,884 13 4

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 6th May 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	6,705	2,519 3 0	251 18 5	11,582 20	549 12 0	34 19 6	286 17 11
Or per mile of railway ...	239	89 15 6	8 19 11	419 0	12 7 10	1 5 0	10 4 11
For previous 5 weeks of half-year	29,9104	4,767 9 0	476 15 1	52,090 0	1,469 6 0	145 18 9	622 15 10
Total for 6 weeks ...	36,6154	7,286 12 0	728 13 6	63,372 20	1,609 2 0	180 18 3	909 11 0
COMPARISON.							
Total for corresponding week of previous year ...	5,5144	1,036 4 0	103 12 7	9,812 6	411 5 8	41 2 8	144 15 3
Per mile of railway corresponding week of previous year ...	197	37 0 2	3 14 0	350 0	14 11 1	1 9 5	5 3 5
Total to corresponding date of previous year ...	27,977½	5,160 5 0	513 0 8	59,963 30	2,320 1 0	232 12 1	750 2 3

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for Week ended 13th May 1871, on 1,279½ miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.			Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.		
		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	102,306	1,22,208 0 6	11,210 14 1	627,207 20	8,86,621 11 6	35,440 6 6	46,051 0 7
Or per mile of railway		95 8 4	8 13 3		302 2 8	27 11 0	34 9 3
For previous 18 weeks of half-year	1,946,009	20,26,084 15 6	203,225 7 5	11,603,257 10	60,94,086 10 9	641,124 10 5	909,349 17 10
Total for 19 weeks ...	2,048,369	30,48,393 0 0	270,436 1 6	12,232,554 30	73,40,707 6 3	670,504 16 11	950,000 18 5
COMPARISON.							
Total for corresponding week of previous year ...	91,998	1,16,929 8 5	10,718 10 10	733,481 20	4,23,524 3 9	38,823 1 1	40,541 11 11
Per mile of railway corresponding week of previous year	.....	103 5 6	9 9 5	.....	374 4 10	34 6 3	43 15 8
Total to corresponding date of previous year ...	2,172,892	36,68,719 8 5	336,290 6 0	14,263,474 30	78,40,115 15 8	718,677 5 0	10,54,970 11 9

* Rs. 15,000 added on account of difference between approximate and audited returns of previous weeks.

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for Week ended 13th May 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	4,089	9,045 10 0	880 10 4	83,291 10	10,040 9 3	1,745 7 8	2,625 18 0
Or per mile of railway	18	41 1 2	3 10 0	371 10 0	45 0 2	7 10 6	11 15 6
For previous 18 weeks of half-year	86,935½	2,95,897 0 0	27,123 17 10	1,046,836 30	3,00,628 11 6	28,382 12 8	55,500 10 6
Total for 19 weeks ...	90,024½	3,05,502 10 0	28,004 8 2	1,130,128 0	3,28,660 4 9	30,128 0 4	58,132 8 6
COMPARISON.							
Total for corresponding week of previous year	3,726	9,733 7 1	802 4 8	38,484 0	12,298 13 3	1,126 9 6	2,018 14 2
Per mile of railway corresponding week of previous year	17	43 10 4	4 0 0	171 10 0	55 1 9	5 1 1	9 1 1
Total to corresponding date of previous year ...	94,874	3,11,330 14 11	28,538 13 6	785,500 20	2,38,991 15 4	21,907 11 11	50,446 5 5

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for Week ended 13th May 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	29,108	16,020 15 0	1,169 2 8	131,879 0	27,052 10 9	2,562 6 7	4,031 9 3
Or per mile of railway	180	102 6 6	7 9 9	843 0	178 9 9	16 7 5	25 15 2
For previous 18 weeks of half-year	500,978½	3,40,719 7 0	31,232 12 5	2,273,431 7	4,63,931 0 6	42,526 19 11	73,739 12 4
Total for 19 weeks ...	530,086½	3,56,716 6 0	32,701 15 1	2,404,210 16	4,91,883 11 2	45,089 6 6	77,791 1 7
COMPARISON.							
Total for corresponding week of previous year	23,404	13,000 4 4	1,101 13 10	114,761 0	21,543 5 7	1,974 16 1	3,166 9 11
Per mile of railway corresponding week of previous year	221	114 13 8	10 10 5	1,013 0	190 8 8	17 8 9	27 19 2
Total to corresponding date of previous year ...	507,292½	3,12,770 13 5½	28,070 13 6	2,120,007 2½	3,42,532 11 8	31,380 9 9	60,031 3 3

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for Week ended 13th May 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	6,312½	1,023 14 6	162 7 10	14,020 10	3,38 0 3	32 16 9	195 4 7
Or per mile of railway	225	57 15 11	5 10 0	500 0	11 11 8	1 3 5	6 19 5
For previous 6 weeks of half-year	36,016½	7,246 12 0	728 13 6	63,378 20	1,809 2 0	180 18 3	909 11 9
Total for 7 weeks ...	42,924	8,010 10 6	801 1 4	77,998 30	2,187 8 3	213 15 0	1,104 16 4
COMPARISON.							
Total for corresponding week of previous year	5,624	1,041 8 0	104 3 0	10,559 10	350 2 3	35 0 3	130 3 3
Per mile of railway, corresponding week of previous year	201	37 3 2	3 14 5	377 0	12 8 1	1 5 0	4 19 5
Total to corresponding date of previous year ...	33,601½	6,231 13 6	623 3 8	70,523 0	2,673 3 3	267 12 4	880 16 0

Meteorological Telegraphic Report for the period 14th to 20th May 1871.

STATIONS.	Date	Hour	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	May											
	14th	10	29.751	29.760	81.0	70.8	83	N E	...	1.40	K	
	14th	16	29.613	29.611	84.5	81.0	71	E by N	...	...	K	
	15th	10	29.713	29.731	88.0	81.5	74	W N W	...	...	K	
	15th	16	29.613	29.631	85.7	70.2	62	S	...	0.80	K	
	16th	10	29.684	29.706	84.0	81.0	72	S by W	...	...	K	
	16th	16	29.570	29.504	91.0	81.0	65	W S W	...	...	K	
	17th	10	29.718	29.716	80.7	81.4	67	S S W	...	...	K	
	16th	16	29.600	29.608	95.0	80.5	61	S S E	...	...	K	
	18th	10	29.703	29.720	90.0	81.0	76	S by W	...	...	K	
SANDWICH ISLAND.	16th	16	29.589	29.587	92.0	83.5	84	S W	...	0.22	K	
	19th	10	29.630	29.618	89.5	83.5	76	S W	...	...	K, CK	
	16th	16	29.574	29.519	93.5	83.0	62	S S W	...	...	K	
	20th	10	29.610	29.628	77.0	75.5	92	S S W	...	0.36	C	.....
	16th	16	29.541	29.550	85.3	80.0	77	S by E	...	...
	14th	10	29.745	29.751	88	83	80	S W	0.1*	1.00	N	b
	16th	16	29.615	29.621	88	81	72	S S E	11.3*	...	K	b
	15th	10	29.720	29.720	87	81	70	W N W	15.0*	0.10	K	m
	16th	10	29.608	29.614	90	83	73	S W	8.1*	...	K	b
	16th	16	29.701	29.707	91	80	80	S S W	8.8*	...	N	b
CHITTAGONG.	16th	16	29.609	29.608	90	85	80	S	0.1*	...	N	b
	17th	10	29.717	29.723	91	87	84	S S W	8.1*	...	K	b
	16th	16	29.603	29.614	90	85	80	S	7.1*	...	N	b
	18th	10	29.711	29.717	90	84	76	S S E	2.3*	...	N	b
	16th	16	29.609	29.615	91	84	73	S E	10.4*	...	N	b
	19th	10	29.655	29.661	90	84	70	S	8.0*	...	K	b
	16th	16	29.559	29.564	91	84	73	S	10.8*	...	N	b
	20th	10	29.657	29.663	73	77	95	S E	9.8*	1.50	N	b
	16th	16	29.510	29.552	85	80	70	S S E	12.1*	...	N	b, o, r, d
	14th	10	29.603	29.603	85	78	71	N W	3.8*	...	OK	b
MADRAS.	16th	16	29.521	29.630	90	80	63	W	7.6*	...	.....	b
	15th	10	29.611	29.723	84	80	60	N E	3.4*	...	.....	b
	16th	10	29.503	29.611	92	81	60	W	9.3*	...	.....	b
	16th	16	29.623	29.733	84	81	72	W	2.9*	...	CK	b
	17th	10	29.191	29.400	93	83	61	W	4.5*	...	CK	b
	16th	16	29.678	29.788	85	81	83	S W	5.0*	...	K, KS	b
	18th	10	29.564	29.673	80	83	83	N W	5.8*	...	CS	b
	16th	16	29.663	29.771	90	83	73	S E	4.3*	...	K	b
	19th	10	29.558	29.667	89	82	74	S W	12.2*	...	K	b
	16th	16	29.675	29.714	88	83	80	S E	7.6*	...	K	b
CUTTACK.	20th	10	29.554	29.663	87	82	70	S	16.6*	...	CK, CS	b
	16th	16	29.680	29.719	85	80	79	S W	7.0*	...	KS	
	16th	16	29.521	29.632	78	77	95	E S E	13.1*	0.10	N	d, n, g
	13th	10	29.841	29.871	91	78	53	N	12*	...	.....	ba
	16th	16	29.688	29.716	91	79	50	E by N	7*	...	.....	ba
	14th	10	29.777	29.807	97	76	35	W S W	11*	...	.....	ba
	15th	10	29.615	29.675	92	77	48	S E by E	8*	...	.....	ba
	16th	10	29.759	29.789	83	77	58	S E by E	10*	0.31	.....	ba
	16th	16	29.659	29.680	100	74	25	S W by S	0*	...	.....	ba
	16th	16	29.813	29.843	91	77	50	S W	8*	...	.....	ba
AYRER.	16th	16	29.719	29.719	90	78	56	E by N	8*	...	.....	ba
	17th	10	29.522	29.552	95	74	53	W S W	13*	...	.....	ba
	16th	16	29.703	29.733	90	79	59	E by N	11*	...	.....	ba
	19th	10	29.702	29.822	95	76	34	W	10*	...	.....	ba
	16th	16	29.661	29.611	93	77	44	N E by E	8*	...	.....	ba
	19th	10	29.763	29.794	93	76	33	W	10*	...	.....	ba
	16th	16	29.680	29.710	88	78	62	E	10*	...	.....	ba
	13th	10	29.688	29.709	91	81	63	W S W	...	...	KS	l, fair
	14th	10	29.574	29.615	92	79	61	S S E	...	...	KS	Fair
	16th	16	29.674	29.730	91	81	61	N E	...	...	N	Cloudy
AYRER.	15th	10	29.67	29.650	79	76	80	S E	...	...	.....	o, r, t, l
	16th	10	29.616	29.637	80	81	69	S W	...	0.50	.....	l, fair
	16th	16	29.514	29.545	95	82	65	E	...	...	K, S	Fair
	16th	16	29.583	29.603	90	83	69	S W	...	0.50	.....	r, fair
	17th	10	29.511	29.592	95	81	52	S W	...	...	N	Cloudy
	16th	16	29.654	29.739	90	83	73	E	...	...	KS	t, fair
	18th	10	29.634	29.615	91	81	61	S E	...	...	.....	u
	16th	16	29.607	29.689	91	83	70	E N E	...	...	.....	Fair
	16th	16	29.481	29.502	97	81	48	S E	...	...	KS, C	b, cloudy
	19th	10	29.597	29.678	90	81	66	S S E	...	...	KS, C	b, cloudy
AYRER.	16th	16	29.492	29.571	87	78	68	S S W	...	...	C	l, d
	14th	10	29.737	29.752	80	74	71	E S E	1	...	K	b
	16th	10	29.588	29.603	90	81	66	N N W	1	...	K	b
	16th	10	29.605	29.680	87	80	72	S S W	1	...	C	b
	16th	16	29.611	29.626	80	79	95	S	2	0.80	.....	u
	16th	16	29.685	29.700	83	79	83	E S E	2	...	N	u
	17th	10	29.589	29.604	82	79	87	W	2	0.10	N	u
	16th	16	29.770	29.745	81	79	91	E S E	1	1.20	N	u
	18th	10	29.673	29.684	81	80	83	S	1	...	N	u
	18th	10	29.710	29.755	85	80	79	S S E	2	...	K	u
AYRER.	10th	10	29.693	29.614	84	80	83	S	2	...	C	u
	10th	10	29.709	29.775	81	74	86	S	1	2.10	N	u
	16th	16	29.657	29.672	86	81	79	S S E	2	1.00	CS, K	u
	20th	10	29.723	29.738	80	78	81	E S E	2	2.10	N	u
AYRER.	16th	16	29.656	29.671	79	77	90	N W	1	1.50	N	u

* Velocity of wind in miles per hour.

CALCUTTA,
The 20th May 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

Divisions.	Stations.	Rainfall from 1st to 7th May 1871.	Rainfall from 8th to 14th May 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Outtack { Telegraph Office ...	2.28	0.10	11.18	14th May 1871.	
	{ Jail ...	2.00	0.07	9.49	ditto.	
	False Point ...	0.40	Not received	11.05	7th May 1871.	
	Jagipore ...	1.05	1.70	7.65	14th May 1871.	
	Kendraparah ...	1.30	3.30	10.70	ditto.	
	Jugutsingapore ...	0.80	1.45	12.35	ditto.	
	Sumbulpore ...	0.10	Nil	2.53	ditto.	
	Belasore ...	0.75	1.53	14.41	ditto.	
CHOTA NAGPORE.	Bhuddruck ...	1.20	5.65	10.03	ditto.	
	Poorce ...	0.13	0.53	9.28	ditto.	
	Khoordah ...	Not received	Not received	6.20	23rd April 1871.	Not received 10th to 16th April.
	Hazareebaugh ...	0.08	0.14	1.71	14th May 1871.	
	Burhee ...	0.01	0.73	2.65	ditto.	
	Pachamba ...	0.28	0.32	4.03	ditto.	
	Ranchee ...	Not received	Not received	2.40	30th April 1871	
	Palamow ...	0.29	0.31	1.35	14th May 1871.	
PATNA.	Purnia ...	0.86	2.08	6.00	ditto.	
	Chyebassa ...	0.00	0.67	5.73	ditto.	
	Patna ...	0.75	0.04	2.98	ditto.	
	Behar ...	1.73	0.22	3.39	ditto.	
	Barh ...	0.89	0.51	2.70	ditto.	
	Dinapore ...	0.16	1.20	2.61	ditto.	
	Gya ...	0.49	0.04	4.04	ditto.	
	Sherghotty ...	Not received	Not received	0.10	9th April 1871	Not received 27th Feb. to 2nd Mar.
BHAUGULPORE.	Nowadah ...	ditto	ditto	1.09	ditto.	
	Arungabad ...	0.32	0.63	3.00	14th May 1871.	
	Chumparun ...	Nil	Not received	0.18	7th May 1871.	
	Chuprah ...	0.40	1.09	2.50	14th May 1871.	
	Sewan ...	1.10	1.92	6.74	ditto.	
	Mozafferpore ...	Nil	0.80	2.50	ditto.	
	Durbhangah ...	0.79	1.43	4.33	ditto.	
	Seetamarce ...	0.18	2.85	7.61	ditto.	
RAJSHAHY.	Tajpore ...	0.60	Not received	2.21	7th May 1871	Not recorded 6th to 19th Mar.
	Mudhubani ...	1.08	1.33	6.00	14th May 1871	From 1st April.
	Arrah ...	0.01	1.28	2.64	ditto.	
	Buxar ...	Nil	1.51	2.70	ditto.	
	Sasseram ...	0.30	0.82	1.07	ditto.	Not received 20th Feb. to 16th Apl.
	Bhubhoah ...	0.28	1.07	2.20	ditto.	
	Benares ...	Nil	0.30	2.30	ditto.	
	Bhaugulpore ...	Not received	Not received	1.07	23rd April 1871.	
BUNDW.	Mudheypoorah ...	1.10	0.07	7.14	14th May 1871	Not received 24th to 30th April.
	Banka ...	0.75	0.70	3.40	ditto.	
	Monghyr ...	0.02	0.78	2.21	ditto.	
	Jamooie ...	0.45	1.03	4.03	ditto.	
	Begoozari ...	0.27	1.30	2.55	ditto.	
	Deoghur ...	1.08	2.35	8.00	ditto.	
	Jamtara ...	0.20	3.20	8.50	ditto.	From 13th Feb.
	Rajmehal ...	Not received	Not received	3.20	30th April 1871	From 12th Feb., and not received. 25th March to 7th April.
RAJSHAHY.	Purneah ...	0.53	0.12	4.83	14th May 1871.	
	Rampore Beanleah... ..	1.12	1.03	3.05	ditto.	
	Nattore ...	2.09	1.24	7.08	ditto.	
	Bograh ...	0.72	0.38	7.05	ditto.	
	Dinapore ...	0.88	1.00	7.61	ditto.	
	Maldah ...	0.60	2.35	6.30	ditto.	
	Berhampore ...	1.66	2.91	0.56	ditto.	
	Jungipore ...	1.10	2.80	0.61	ditto.	
RAJSHAHY.	Lalbagh ...	0.04	1.17	4.74	ditto.	From 16th Jan.
	Jamookandi ...	0.90	1.58	3.93	ditto.	From 17th April.
	Fubna ...	0.75	2.31	0.71	ditto.	
	Coomercolly ...	Not received	Not received	5.02	23rd April 1871	
	Serayunge ...	2.23	1.40	8.61	14th May 1871.	
	Rungpore ...	0.60	1.40	5.70	ditto.	
	Bhowanigunge ...	1.67	2.08	11.00	ditto.	From 22nd Jan.
	Titalya ...	1.16	0.27	7.80	ditto.	
BUNDW.	Bardwan ...	0.05	1.58	8.22	ditto.	
	Cutwa ...	0.52	2.38	9.61	ditto.	
	Quina ...	0.98	4.57	13.07	ditto.	
	Bood-Bood ...	0.10	1.66	7.93	ditto.	
	Bameoorah ...	Nil	3.92	10.77	ditto.	
	Raneegunge ...	0.74	0.08	6.10	ditto.	
	Sooree ...	0.06	1.42	6.50	ditto.	
	Hooghly ...	Nil	5.70	11.03	ditto.	
BUNDW.	Serampore ...	0.30	1.70	5.44	ditto.	From 20th Mar.
	Jahanabad ...	0.10	Not received	3.28	7th May 1871	From 31st April.
	Howrah ...	0.14	3.78	16.03	14th May 1871.	
	Midnapore ...	0.60	5.50	10.80	ditto.	
	Captai { Dy. Collr.'s Office...	1.10	3.27	10.48	ditto.	
	{ Engr.'s Office ...	0.55	6.27	11.87	ditto.	
	Gurbetta ...	Nil	2.86	10.20	ditto.	From 6th Feb.
	Tumlook ...	0.50	2.14	22.20	ditto.	
PRABHUPUR.	Kishnaghur ...	0.31	5.87	11.03	ditto.	
	Bongong ...	0.25	6.33	15.75	ditto.	
	Ranaghat ...	0.76	4.67	12.08	ditto.	
	Meharpore ...	1.53	1.31	8.60	ditto.	
	Choodangah ...	3.05	3.30	16.10	ditto.	
PRABHUPUR.	Kooshteah ...	1.45	2.08	10.80	ditto.	
	Jessore ...	1.95	2.40	13.76	ditto.	

Divisions.	Stations.	Rainfall from 1st to 7th May 1871.	Rainfall from 8th to 14th May 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENTCY. (Continued)	Khoolna ...	0.70	2.20	11.58	14th May 1871	From 16th Feb. From 6th March.
	Jenadah ...	1.13	Not received	4.35	7th May 1871...	
	Saugor Island ...	1.40	4.00	15.00	14th May 1871.	
	Calcutta ...	0.25	2.68	14.81	ditto.	
	Alipore { Jail ...	0.07	Not received	11.22	7th May 1871.	
	{ Hospital... ..	0.03	1.00	12.00	11th May 1871	
	Barraekpore ...	Nil	Not received	8.13	7th May 1871.	
	Dum Dum ...	0.29	ditto	11.10	ditto.	
	Baraset ...	0.51	ditto	8.08	ditto.	
	Satkerah ...	0.17	ditto	12.50	ditto.	
	Busscerhaut ...	0.60	ditto	11.10	ditto.	
	Diamond Harbour ...	0.81	ditto	20.38	ditto.	
	Barripore ...	0.52	ditto	12.23	ditto.	
	Dacca { Telegraph Office ...	1.19	5.41	17.00	14th May 1871.	
DACCA.	{ Jail ...	0.80	6.30	17.20	ditto.	
	Burrisaul ...	0.82	2.43	10.9	ditto.	
	Dowlat Khan ...	0.83	1.89	6.52	ditto.	
	Perozepore ...	1.32	2.01	11.00	ditto.	
	Madaripore ...	1.06	3.51	13.42	ditto.	
	Furzedpore ...	1.88	2.08	14.51	ditto.	
	Mynensing ...	1.80	Not received	8.13	7th May 1871	
	Jamulpore ...	Not received	ditto	4.71	30th April 1871.	
	Atteah ...	ditto	4.28	13.83	11th May 1871	Not received 1st to 7th May.
	Kishorgunge ...	0.64	0.50	7.15	ditto.	
	Sylhet ...	1.75	2.18	25.03	ditto.	
	Cachar ...	0.37	Not received	21.47	7th May 1871.	
	Hylakandy ...	0.02	ditto	20.05	ditto.	
	Koyah ...	0.37	13.20	29.70	14th May 1871	Not received 24th to 30th April.
CHITTAGONG.	Chittagong { Telegraph Office ...	Nil	0.70	11.50	ditto.	
	{ Jail ...	0.13	0.70	0.04	ditto.	
	Cox's Bazar ...	0.12	Not received	8.80	1st July 1871 P	
	Ranganmatta Hill ...	Not received	ditto	7.06	23rd April 1871.	
	Noakhully ...	1.50	2.68	10.18	14th May 1871.	
	Tipperah ...	1.59	2.40	10.57	ditto.	
	Brakmanbariah ...	0.73	2.05	11.18	ditto.	
	Akyab ...	Nil	2.50	3.30	ditto.	
	Buxa ...	2.53	3.00	18.17	ditto.	
	Gowalparah ...	0.72	Not received	13.0.	7th May 1871.	
COCH BEHAR.	Dhobree ...	0.94	2.00	12.56	14th May 1871	Not recorded 27th Feb. to 6th March, and not received 10th to 16th April.
	Toora (Garo Hills) ...	0.58	Not received	11.15	7th May 1871.	
	Dargeeling { Telegraph Office ...	Not received	ditto	1.02	15th April 1871.	
	{ Jail ...	1.12	3.00	11.40	14th May 1871.	
	Rungbee ...	Not received	Not received	5.56	1st Mar. 1871.	
	Palacottah ...	0.30	1.54	6.49	14th May 1871.	
	Julpigoorie ...	1.13	1.82	10.00	ditto.	
ASSAM.	Boda ...	1.18	2.31	7.57	ditto.	
	Tezpore ...	3.47	Not received	17.04	7th May 1871	
	Nowgong ...	2.50	ditto	13.11	ditto.	
	Mungledye ...	Not received	ditto	12.18	30th April 1871	From 30th Jan.
	Burpettah ...	1.48	ditto	12.31	7th May 1871.	
	Gowhatty ...	2.02	ditto	10.12	ditto.	
	Seebungor ...	0.18	ditto	20.15	ditto.	
	Jorehaut ...	0.75	ditto	12.02	ditto.	From 27th Feb.
	Golaghat ...	0.49	ditto	17.27	ditto.	
	Nazareth ...	0.92	ditto	16.70	ditto.	Not received 20th to 26th Mar.
	Debrooghur ...	0.50	ditto	11.50	ditto.	
	Suddya ...	Not received	ditto	18.75	30th April 1871	
	Shillong ...	2.40	ditto	0.34	7th May 1871.	
	Cherrapoonjee ...	0.03	4.81	36.04	11th May 1871	From 18th Feb.
	Jowai ...	1.04	Not received	10.34	7th May 1871.	
	Samoogoodting ...	Not received	ditto	5.37	30th April 1871	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 29th May 1871.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,

DURING THE HALF MONTH 16TH TO 31ST MARCH 1871.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea level.

STATIONS.	Height above sea level.	BAROMETER.				THERMOMETER.										HUMIDITY.				RAINFALL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
		MEAN OF				Range.	SOLAR RADIATION.				Mean of max.	Mean daily range.	Mean of min.	MEAN OF				Highest Max.	Absolute range.	Lowest Min.	MEAN OF				No. of days' rain.	In inches.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
		4 hours.	10 hours.	16 hours.	22 hours.		Day.	Day.	Day.	Day.				Day.	Day.	Day.	Day.				Day.	Day.	Day.	Day.			Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.	Day.

CALCUTTA—MARCH 1871.

Mean Barometric pressure of 16 years	29.559	Mean temperature of 16 years	80.5	Mean humidity of 16 years	67	Mean rainfall of 16 years	1.13
Do ditto of 1871	29.551	Do ditto of 1871	79.5	Actual fall of 1871	71	Actual fall of 1871	5.41
Defect in 1871	...	Defect in 1871	1.0	Excess in 1871	4	Excess in 1871	4.28

CALCUTTA,
The 19th May 1871.
HENRY F. BLANKFORD,
Meteorological Reporter to the Govt. of Bengal.

The Mean Pressures and Temperatures of the preceding Table reduced to Sea Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressures reduced to sea level.	Mean temperature reduced to sea level.	WIND.	
			Proportional prevalence Max=100.	Mean direction.
Port Blair	...	...	81	N 50° E
Madras	29.839	82.9	83	S 68° E
Vinagapatam	29.894	85.2	64	S 57° W
Akyah	29.892	80.7	3	S 37° W
False Point	29.914	83.4	83	S 40° W
Cuttack	29.804	83.1	45	S 12° W
Saugor Island	29.847	83.5	50	S 40° W
Chittagong	29.903	80.4	43	S 16° W
Calcutta	29.841	82.9	79	S 28° W
Jessore	29.833	82.2	29	S 33° W
Dacca	29.841	81.4	71	S 10° W
Cachar	29.853	79.8	16	S 64° E
Hazareebaugh	29.805	85.3	77	N 73° W
Berhampore	29.822	82.5	59	S 70° W
Diya	...	85.2	70	S 80° W
Patna	29.835	79.3	64	N 52° W
Monghyr	29.823	80.3	18	N 85° W
Darjeeling	29.900	72.3	21	N 81° W
Gowalparah	29.821	76.0	48	N 79° E
Shillong	29.828	77.4	56	S 49° W
Benares	29.845	79.4	62	N 70° W
Roorkee	29.844	77.3	48	N 56° W

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17, on the preceding page, by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way, by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month, which shall show the isobaric and isothermal lines, and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

HENRY F. BLANFORD,

Meteorological Reporter to the Government of Bengal.

CALCUTTA,
The 19th May 1871.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 15th to 21st May 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point	Mean degree of humidity.	WIND.			Rain.	Moon's phase.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			lb	Miles.	In.		
May ..	15th	29.661	90.2	78.0	150.2	83.8	79.2	76.0	0.78	S S W and variable.	1.7	108.8	0.80	...	Clear and cumuli. Rain between 1 and 2 P.M.
	16th	.651	94.0	80.6	149.8	86.9	80.5	76.7	.73	S S W, S by W and W S W.	...	48.3	...	...	Clear and cumuli. Lightning at 9 and 10 P.M.
	17th	.663	95.0	82.5	149.7	88.0	81.2	77.1	.71	S S W and S by E	0.8	68.3	...	...	Clear and cumuli.
	18th	.641	94.7	82.7	152.0	86.4	81.5	78.1	.77	S by E and S W.	1.8	72.7	0.22	...	Clear and cumuli. Thunder at 2½ and 4½ P.M. Rain at 2, 3, and 5 P.M.
	19th	.600	89.5	80.0	148.0	86.7	81.4	78.2	.70	S S W	...	113.6	..	○	Clear, cirrocumuli, and strati. Lightning at midnight, and from 7½ to 9 P.M.
	20th	.577	85.3	77.0	120.0	80.8	77.0	75.1	.84	S by W and variable.	0.8	177.1	0.27	...	Chiefly overcast. Lightning from 2 to 5 A.M. and at 10 P.M. Thunder at 5, and from 8½ to 10½ A.M. Rain from 5½ to 10 A.M., and at 8 P.M.
	21st	.651	92.8	78.0	149.0	83.7	79.5	76.6	.80	S, W and E S E.	2.6	108.3	0.19	...	Cumuli and overcast. Breezy wind between 5 and 5½ P.M. Lightning on S. at 8 P.M. Rain at 3½ and 6½ P.M.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	18.0
The max. temperature during the past seven days	...	95.0
The max. temperature during the corresponding period of the past year	...	98.0
The mean humidity during the past seven days	...	0.77
The mean humidity during the corresponding period of the past year	...	0.69
		Inches.
The total fall of rain from 15th to 21st	... { by lower rain gauge	1.57
	... { by anemometer gauge	1.30
Ditto, average of seventeen previous years	...	1.02
Ditto, between the 1st January and the 21st May	...	16.38
Ditto, ditto ditto, average of 17 years	...	8.37

The 23rd May 1871.

GOPEENATH SEN,
In charge of the Observatory.

**Abstract of the Results of the Hourly Meteorological Observations taken
at the Surveyor-General's Office, Calcutta, in the month of
April 1871.**

LATITUDE 22° 33' 1" north, longitude 88° 20' 34" east. Height of the cistern of the standard barometer above the sea-level, 18.11 feet.

MONTHLY RESULTS.

	Inches.	
Mean height of the barometer for the month	...	29.772
Max. height of the barometer occurred at 9 A.M. on the 11th	...	29.948
Min. height of the barometer occurred at 7 P.M. on the 14th	...	29.631
Extreme range of the barometer during the month	...	0.317
Mean of the daily max. pressures	...	29.843
Ditto ditto min. ditto	...	29.702
Mean daily range of the barometer during the month	...	0.141
<hr/>		
Mean dry bulb thermometer for the month	...	82.7
Max. temperature occurred at 2 & 3 P.M. on the 12th & 30th	...	94.5
Min. temperature occurred at 2 A.M. on the 17th	...	71.0
Extreme range of the temperature during the month	...	23.5
Mean of the daily max. temperature	...	90.7
Ditto ditto min. ditto	...	76.7
Mean daily range of the temperature during the month	...	14.0
<hr/>		
Mean wet bulb thermometer for the month	...	77.9
Mean dry bulb thermometer above mean wet bulb thermometer	...	4.8
Computed mean dew-point for the month	...	74.5
Mean dry bulb thermometer above computed mean dew-point	...	8.2
		Inches.
Mean elastic force of vapour for the month	...	0.840
		Troy grain.
Mean weight of vapour for the month	...	9.03
Additional weight of vapour required for complete saturation	...	2.69
Mean degree of humidity for the month, complete saturation being unity	...	0.77
Mean max. solar radiation thermometer for the month	...	143.0
		Inches.
Rained 14 days,—max. fall of rain during 24 hours	...	1.84
Total amount of rain during the month	...	5.72
Total amount of rain indicated by the gauge* attached to the anemometer during the month	...	4.64
Prevailing direction of the wind	...	S, S by W & S S W

* Height 70 feet 10 inches above ground.

The 22nd May 1871.

GOPEENAUTH SEN,
In charge of the Observatory.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, MAY 31, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, the 27th May 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

J. GRAHAM, Esq., *Advocate-General*,
A. R. THOMPSON, Esq.,
S. C. BAYLEY, Esq.,
V. H. SCHALCH, Esq.,
C. E. BERNARD, Esq.,

MOULVY ARDOOL LUTEEF, KHAN BANADOOR,
F. F. WYMAN, Esq.,
T. H. WORDIE, Esq.,
AND
BABOO DIGUMBER MITTER.

MR. BERNARD took the oath of allegiance and the oath that he would faithfully fulfil the duties of his office.

HOWRAH BRIDGE.

Before moving that the Bill for the construction of a bridge across the river Hooghly between Howrah and Calcutta be passed, MR. SCHALCH moved that the Bill be re-considered in order to the settlement of the clauses, to enable him to move certain amendments therein.

The motion was agreed to.

Verbal amendments were made in sections 3 and 9.

On the motion of MR. SCHALCH the following words were added to section 14, to make it clear that the property of the Port Trust Commissioners should only be liable under this Act so far as it was derived from, or related to, the bridge:—

"And nothing in this Act contained shall be construed so as to render the said Commissioners liable to make good any money payable by them under the provisions of this Act, or otherwise in relation to the said bridge, except out of property and monies held by them in trust as aforesaid."

In the schedule the words "mule or ass" were added to the item charging a toll of six pies for every "pony" going across the bridge: and a new item charging one rupee "for every locomotive steam engine" was inserted.

Mr. SCHALCH then drew attention to the item in the schedule which provided a toll of three annas for every two-wheeled vehicle without springs carrying goods. He pointed out that the terminal charge on goods going by railway was fixed at two pies per maund, and the charge for a hackery carrying goods—twenty maunds being the ordinary load of a hackery—had been fixed at three annas, or about two and one-fifth pies per maund of goods, so as to assimilate the toll on goods crossing the bridge as nearly as possible to the terminal charge of two pies per maund.

BABOO DIGUMBER MITTER said that he thought the toll on goods crossing the bridge should be levied on the weight of the goods and not by the hackery load, as a cart did not always carry the same load.

THE PRESIDENT said he thought that any amendment to the effect of that suggested by the hon'ble member was inadmissible at this stage of the Bill: it would be very inconvenient to consider any such amendment now, and therefore hon'ble members had been requested to give notice of any amendment they wished to move in the schedule. The effect of any such amendment would be to make an essential change in the principle of the schedule, and would involve very difficult considerations, and it would besides be a question whether it would be possible to weigh goods during their transit over the bridge.

MR. WORDIE pointed out that he believed it was settled at the last meeting that hackeries carrying across the bridge goods which had paid the terminal charge should not be subject to the payment of toll; but he believed that there was no provision in the Bill which would secure such exemption.

THE PRESIDENT said that certainly was the intention, and if it was not sufficiently provided for under the Bill, he would undertake to give a pledge that such a charge should not be made, which he trusted would satisfy the hon'ble member.

Mr. Wordie having declared himself satisfied, the Bill was then passed.

PROVINCIAL FINANCES.

HIS HONOR THE PRESIDENT said, the business before the Council being now concluded, he would announce that the meeting would be adjourned to Saturday next, on which day he hoped Mr. Schalch would introduce the Bill for imposing local cesses which he had already obtained leave to bring in.

His Honor would also take the opportunity of laying before the Council a statement which had been drawn up, showing the mode in which he had distributed the money placed at the disposal of the Government of Bengal by the Government of India. He was still inclined to believe that if we were to do all that it was desirable to do in the way of improvement, it would be necessary to obtain by some means additional resources. The Cess Bill which would be brought forward next Saturday would aim at local objects only: it would aim to provide for the people of this country certain advantages which they did not now possess.

As regards the general expenditure which had been hitherto held to be imperial and was now provincial, the Government had, as he had said, drawn up a statement showing the mode in which we proposed to meet the charges thrown upon us. That statement he now held in his hand, and if the Council would permit him he should lay it before them, and should move that it be circulated amongst the members of the Council. He might take this opportunity to announce, with reference to this statement, that the Government had determined at the present moment not to bring in additional Bills for provincial taxation. But as he had said his impression was that eventually additional means would be required if we were to do more than we did at present. As he had observed on the last occasion on which he had laid before the Council a statement of the finances, we were somewhat behind the other Governments in regard to our propositions for provincial taxation, and he had then said that we should probably avail ourselves of the lessons which the experience of other local Governments might give us. Well, the lessons and the experience of those other Governments had hitherto not been very fortunate. We had seen a good many provincial financiers bring forward Bills which they had subsequently been obliged to withdraw. We had seen that the Government of the North-Western Provinces had brought forward a License Tax Bill and subsequently withdrawn it. We had seen that the Government of Bombay had brought forward a Bill for imposing a tax upon feasts, and had subsequently withdrawn it. We had seen that even greater financiers than those he had mentioned had been obliged to withdraw the financial schemes which they had submitted to the representative assemblies who possessed the legislative authority. Now he might say that the object of the Government was this, that we should not bring before this Council any Bill for the imposition of a new tax until our proposals had been thoroughly well considered. Our hope was that when we laid before the Council a Provincial Taxation Bill we should have so well considered the measure, we should have so well balanced it, and we should have so well adjusted it, and fitted it to the means and resources and wants and wishes of the country, that our Tax Bill would be carried by universal acclamation: that we should make our taxes so acceptable that the people would be glad to pay them in consideration of the benefits they would receive, and we should not be put in the somewhat humiliating position of withdrawing our proposals. Therefore the view which the Government took was this, that rather than introduce hasty and insufficiently considered Tax Bills, we should adopt the very

homely plan of cutting our coat according to our cloth. In respect of the expenditure of the present year that was exactly what we had done. We had not considered very many desirable improvements that might be made: but we had considered the amount of money at our disposal, and we had tried to dispose of it to the best advantage. The Government had considered themselves restricted to the limits of that money, and had not attempted to undertake improvements or alterations which would go beyond that limit.

The consequence was that the statement which he had now the honor to submit to the Council showed, as the result of our proposed expenditure for the year 1871-72, an exact equilibrium. In laying that statement before the Council he must explain that the permanent assignment which had been made to us by the Government of India after certain modifications of the resolution of the 14th December last, effected by subsequent resolutions of the Government of India, stood at Rs. 1,19,78,978. In addition to that permanent assignment made to us, and which we shall receive year by year for the expenses of the administration, we had added to our resources a proportion of the savings of the year 1870-71, which was also by a subsequent resolution of the Government of India placed at the disposal of the local Government. Now our course in this respect, compared to the course followed by the other local Governments, might be considered to be somewhat improvident; it might be considered that we had sailed somewhat near the wind. Other Governments, with great appearance of providence and very great reason, had resolved that they would not include these savings of the past year—these windfalls, in the budget allotments of this year; but would reserve them as a means of meeting casual demands which might arise in the course of the year. We had not followed that course: we had added the savings of 1870-71 to the present assignment, in order to obtain the total sum which was exhibited by the statement which he had laid before the Council for expenditure in 1871-72; and our hope is that by economy in the working of the various departments we may succeed in not going beyond those limits; and we trust that if we so use our resources as to tide over the present year, the measures which we may be able to lay before the Council before another year will, by the liberality of the members of this Council, enable us to meet the deficiency which must arise in the subsequent year, owing to the absence of these casual receipts to which he had alluded, and to carry out the improvements in the administration which may be necessary. These receipts from the savings of the year 1870-71 amount to Rs. 5,32,900. We have estimated the receipts from the various departments for the year 1871-72 to amount to Rs. 22,91,554. Adding together, then, the permanent assignment, the savings of 1870-71 allotted to Bengal, and the estimated receipts from our provincial departments, the total sum at our disposal will be Rs. 1,48,03,432. That was the amount the Government proposed to dispose of in the manner shown in the column headed "Provincial grants for 1871-72" in the statement now in his hand.

He might mention that the mode in which the Government of India had allotted to us the assignments for provincial services under the original resolution was taken on the basis of the assignments for the year 1870-71, and was reduced by about seven per cent. The subsequent savings that were given to us for once amounted to Rs. 5,32,900, or about four per cent. of those allotments; and the deduction therefore from the assignments for 1870-71 was not, for the present year, more than about three per cent. Well, let us compare the provision made for the provincial services for the year 1871-72, with the amounts which are thus allotted to us; and it will be found that in respect to the departments of jails, registration, education, and medical—in respect to these four heads, we have not been able to make any considerable savings upon the sums which were provided for those services in the year 1870-71. The consequence is, that the allotments being reduced by three per cent., a deficit is shown in the accounts. Under these four heads—of Jails, Registration, Education, and Medical, we show a deficit of something like Rs. 175,000. That deficit has been made up in this way. The department of police had been considerably revised, and the Government had by that revision been able, not only to get over the deficit which would otherwise have occurred, but to establish a surplus amounting to Rs. 61,894. We had also, in respect of printing, obtained a surplus of Rs. 1,11,838. He might explain that this surplus was to a certain extent caused by the operation of a fortunate windfall, which had occurred not so much by diminishing the actual expenditure on account of printing, but by a diminution of the charges of the Alipore jail press, which on a former occasion he had stated to be exorbitant. At the same time it must be stated that the effect of this saving in regard to the nominal printing charge had diminished to a considerable extent the jail receipts. The diminution of the jail receipts did not affect our provincial services, because the fact was that the whole profits of our jail manufactures did not go towards imperial or provincial purposes, but were given over for the purpose of local roads as part of the resources of the district road fund. In this respect only would the local resources be injuriously affected by our present financial arrangements; but it seemed to him that there was no ground for complaint in this respect, because the sum taken from local roads by these arrangements is not a very large sum, and it is a sum which it might be said does not honestly and fairly belong to those local funds, because it was the result of a gross overcharge in respect to jails, and one that would have been brought to an end, and was brought to an end, entirely irrespective of these financial arrangements.

Well, then, the result of the assignments which he had mentioned was that, whereas we had a deficit of Rs. 1,75,000 in the four departments he had already mentioned, in the police and printing departments we had a surplus of Rs. 1,75,000, and therefore the several civil departments exactly balanced one another and established an equilibrium.

There remained the department of public works, which was exhibited separately at the foot of the statement he held in his hand. In respect to this department he would say, as had been said by an eminent financier, Mr. Massey—the late finance minister of the Government of India—that public works were entirely within our own control, so far at least as regards new works. It might be desirable to carry on great public works, and the improvement derived from these works might be enormous; but still they were within our own control. In former years we had sixty or seventy lakhs at our disposal for public works; in 1870-71 that sum was cut down to something like Rs. 35,00,000, and again in the present year it was reduced to Rs. 33,00,000, to which another lakh had been added from the savings, making the assignment on account of public works for 1871-72 Rs. 34,00,000. The Government had determined to restrict the expenditure in this department to the sum which had been allotted to it: we must make the most of it, and administer the department as economically as we can. It was better to do so, by stopping those public works which we can stop, than to involve ourselves in financial distress; and some works must therefore be stopped till happier times.

He would conclude by moving that the statement to which he had referred be circulated.

The motion was agreed to.

The Council was adjourned to Saturday, the 3rd June.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, JUNE 7, 1871.

OFFICIAL PAPERS.

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Report of the Commillah Municipality of 1870-71.

From H. HANKEY, Esq., Officiating Commissioner of the Chittagong Division, to the Officiating Secretary to the Government of Bengal, Judicial Department,—(No. 114, dated Chittagong, the 10th May 1871.)

I HAVE the honor to submit the accompanying copy of the annual report, No. 26 dated the 27th ultimo, together with a statement of the accounts of the municipality of Comillah for the year 1870-71.

2. It will be observed that the financial position of the municipality continues to improve, and that the receipts for the year under review exceeded those of the previous year by Rs. 1,009.

3. It seems that a charge of Rs. 924-12 was incurred last year for only dressing and repairing 26 roads, whereas during the year under report not less than 47 roads have been repaired, and several of them metalled, at a charge of Rs. 1,717-5.

4. The charges under several heads are smaller than those of the previous year as noted in the margin, but all the savings and the surplus in receipts have been absorbed in works connected with the improvement of the town and roads.

5. A small charge of Rs. 2-8 was incurred in payment of compensation for breaking down old fence, but the chairman has omitted to state the particulars of the case.

* * * * *

From R. D. HIME, Esq., Chairman of the Comillah Municipality, to the Commissioner of the Chittagong Division,—(No. 26, dated Comillah, the 27th April 1871.)

I HAVE the honor to submit the usual annual administration report of the Comillah municipality for the year 1870-71.

Receipts.

The balance brought from the last account was Rs. 239-13-3, against Rs. 791-8-10 for the year 1869-70.

The collection of the tax on houses and land amounted to Rs. 8,228-13-9, against Rs. 7,738-4-5 for the preceding year.

The sum received under the heading "cattle fine" was Rs. 468-9-8, against Rs. 369-0-3 for the last year.

The conservancy fines realized during the year amounted to Rs. 79-12-0, against Rs. 59-15-6 for the former year.

The miscellaneous receipt for this year was Rs. 870-11-6, against Rs. 444-11-0 for the last year.

The total amount available for municipal purposes during the year amounted to Rs. 9,887-12-2, against Rs. 9,430-8-0 for the year 1869-70.

Disbursements.

The charges incurred in collecting the tax for the year amounted to Rs. 192, being the same as in last year.

The conservancy charges amounted to Rs. 2,225-3-6, against Rs. 2,688-11 for the preceding year.

The charge for the maintenance of the municipal police was Rs. 2,111-10-7, against Rs. 2,370-4-9. This reduction is owing to the decrease of the municipal constabulary police force from the 15th November last. Of this amount a small sum has been allowed to the police for the purchase of a dark lantern for the use of the municipal head constable, to enable him to go round the station and visit municipal constables' beats and guard-houses on dark nights.

A sum of Rs. 1,717-5 was expended in metalling, repairing, &c., 47 roads, against Rs. 924-12 for the preceding year. Of these roads, some, such as Hime, Maharajah Aftubuddeen, Mahomed Gazy Chowdhry's roads, &c., have been thoroughly metalled, and some new roads opened.

A sum of Rs. 25-8 was expended in repairing the municipal office bungalow and out-houses and Rs. 6-2 in repairing two cattle-pounds.

Subscription to charitable hospital for the year was Rs. 192, at Rs. 16 per mensem; and half pay of the vaccinator for the year was Rs. 60, at Rs. 5 a month.

A sum of Rs. 85-15 was spent in rewards for killing pariah dogs, which had become a great public nuisance and danger from their numbers, and the prevalence of hydrophobia among them. Of this sum Rs. 41-4 have been expended for the purchase of a gun and ammunition.

A sum of Rs. 698-10-1 was expended this year in local improvements, in fencing young trees which have been planted by the sides of roads, and making bridges. Out of this Rs. 579-10-7 were spent in excavating some tanks. A part of this sum has been realized from the proprietors and credited under the heading "miscellaneous."

The charge for the office establishment was Rs. 1,206-5-4, against Rs. 1,460-1-6 for the preceding year; this decrease is owing to a reduction in the pay of the municipal overseer.

The contingencies amounted to Rs. 103-3-2, against Rs. 230 for the preceding year.

A sum of Rs. 2-8 was paid to one Doorgapersaud Puttuck as compensation for breaking down old fencing.

A refund of Rs. 105-12 was made during the year. Of this sum, Rs. 100 was received from the farmer of the ferry ghât as security; but the ferry being afterwards transferred to the ferry fund department, this sum was refunded to the magistrate. Rs. 5-12 were refunded to the owner as excess of the sale proceeds of an unclaimed cow.

A sum of Rs. 32-14-6 was expended in the purchase of vegetable and flower seeds for distribution, with a view to encourage horticultural pursuits; a part of this sum was realized by private sale among the residents who take interest in such matters, and the remainder was gratuitously distributed.

A sum of Rs. 234-11 was expended in purchasing telegraph wire and gazareo wood for railing Ranees Diggy, set apart for drinking purposes.

A sum of Rs. 863-14-9 was expended in buying one lac of bricks, purchase of two old buildings, and carting sand for the repair of roads.

The balance in the treasury at the disposal of the municipal commissioners amounted to Rs. 24-1-3 at the close of the year.

GENERAL REMARKS.—Sanitary, &c.

The state of the town is yearly improving, owing to the removal of jungle, deepening and clearing of tanks, and removal of rubbish. The public health during the year was good on the whole, no epidemic having prevailed. The new overseer, Baboo Tarruck Chunder Gupta, appointed on the 15th April 1870, has discharged his duties to my complete satisfaction, and has been confirmed in his appointment. The other servants of the municipality have also discharged their duties satisfactorily.

Municipal Improvement Fund under Act III. of 1864.

	Rs.	As.	P.		Rs.	As.	P.
To balance brought from last account	239	13	3	Charges incurred in the collection of the rate of 7 per cent. upon the annual value of houses, buildings, and land	192	0	0
To amount collected on account of the rate of 7 per cent. upon the annual valuation of houses, buildings, and land	8,228	13	9	Conservancy charges	2,225	3	6
Cattle fine	468	9	8	Amount paid to the district treasury for the maintenance of police under section 34 of Act III. of 1864	2,111	10	7
To amount collected on account of fines, &c., under Act III. of 1864	79	12	0	Amount expended for repairing, dressing, and metalling roads ...	1,717	5	0
To amount collected on account of miscellaneous receipts ...	870	11	6	Repairing municipal office ...	25	8	0
				Repairs of two cattle pounds ...	6	2	0
				Subscription to charitable hospital	192	0	0
				Pay of vaccinator	60	0	0
				Rewards for killing pariah dogs...	85	15	0
				Local improvements	698	10	1
				Municipal office establishment ...	1,206	5	4
				Contingencies	103	3	2
				Compensation	2	8	0
				Refund	105	12	0
				Price of vegetable and flower seeds	32	14	6
				Price of wire and wood	234	11	0
				Price of bricks and khamrah ...	863	14	9
				Balance in hand on the 31st March 1871	24	1	3
Total	9,887	12	2	Total	9,887	12	2

R. D. HIME,
Chairman.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 20th May 1871, on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total Traffic Receipts.
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.			
		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.	
Total traffic for the week ...	97,068½	1,15,002 14 8	10,020 18 0		506,384 0	*3,48,100 13 3	31,917 9 10	42,547 8 7	
Or per mile of railway ...	90 10 1	8 6 2			...	272 3 1	24 18 11	33 5 1	
For previous 19 weeks of half year	2,018,300	30,19,303 9 0	270,436 1 0		12,232,554 30	73,80,707 6 3	670,544 16 11	956,000 18 5	
Total for 20 weeks ...	2,110,035½	31,01,358 7 8	200,000 0 3		12,828,938 30	77,29,898 3 0	708,482 6 9	908,548 7 0	
COMPARISON.									
Total for corresponding week of previous year ...	91,709½	1,10,085 1 6	10,010 2 8		703,584 30	4,11,757 1 4	37,744 8 0	48,000 10 8	
Per mile of railway, corresponding week of previous year ...	.....	105 3 11	9 13 11		.....	363 14 6	33 7 2	43 0 1	
Total to corresponding date of previous year ...	2,264,061½	37,87,804 9 11	3,47,215 8 8		14,967,050 20	82,51,873 1 0	756,431 13 0	1,103,037 2 5	

* Rs. 3,367-1-6 added on account of freight of locomotive coal carried on Jubbulpore line and Rs. 15,000 ditto ditto difference between app. and audited returns of previous weeks.

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 20th May 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	4,256	10,366 11 3	950 5 8	67,782 30	15,521 5 0	1,423 15 9	2,373 1 5
Or per mile of railway ...	...	46 7 10	4 5 3	...	49 0 7	0 7 7	10 12 10
For previous 19 weeks of half year	90,024½	3,05,502 10 0	28,004 8 2	1,130,128 0	328,660 4 0	30,128 0 4	58,132 8 6
Total for 20 weeks ...	94,280½	3,15,869 5 3	28,954 13 10	1,107,910 30	344,190 9 9	31,550 16 1	60,505 9 11
COMPARISON.							
Total for corresponding week of previous year ...	3,548½	8,972 1 0	813 5 7	36,614 30	15,157 13 2	1,380 0 4	2,202 14 11
Per mile of railway, corresponding week of previous year ...	.....	30 12 7	3 12 11	.....	07 15 6	6 4 8	9 17 7
Total to corresponding date of previous year ...	98,422½	3,20,203 0 8	20,351 10 1	822 115 10	2,54,149 12 6	23,297 1 3	52,040 0 4

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 20th May 1871, on 150½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	87,206	17,893 10 9	1,610 5 1	111,218 10	10,823 12 8	1,817 3 7	3,457 8 8
Or per mile of railway ...	238	114 5 6	10 9 7	711 0	126 10 9	11 12 3	22 1 10
For previous 19 weeks of half year	500,086½	3,56,746 6 0	32,701 15 1	2,405,210 16	4,91,883 11 2	45,080 6 6	77,791 1 7
Total for 20 weeks ...	627,202½	3,74,640 0 0	34,312 0 2	2,516,424 26	5,11,707 7 10	46,006 10 1	81,248 10 3
COMPARISON.							
Total for corresponding week of previous year ...	27,937½	11,555 7 0	1,334 5 0	102,807 33	18,374 11 11	1,084 7 1	3,918 12 1
Per mile of railway, corresponding week of previous year ...	247	125 8 5	11 15 8	909 0	162 4 0	14 17 5	28 13 1
Total to corresponding date of previous year ...	538,230	3,27,326 3 5½	30,004 18 0	2,223,774 35½	3,00,707 7 7	33,004 16 10	63,000 15 4

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 20th May 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	5,932½	1,215 12 6	121 11 7	11,917 20	348 4 3	34 16 6	156 8 1
Or per mile of railway ...	190	14 6 0	4 6 10	425 23	12 7 0	1 4 10	5 11 8
For previous 7 weeks of half-year	42,025	8,910 10 6	891 1 4	77,908 30	2,137 8 3	213 15 0	1,104 16 4
Total for 8 weeks ...	48,260½	10,126 7 0	1,012 12 11	80,916 10	2,485 12 6	248 11 6	1,261 4 5
COMPARISON.							
Total for corresponding week of previous year ...	5,142	906 1 0	90 12 1	11,740 20	378 1 9	37 16 3	128 8 4
Per mile of railway corresponding week of previous year ...	184	32 5 9	3 4 9	419 0	13 8 1	1 7 0	4 11 9
Total to corresponding date of previous year ...	38,743½	7,127 14 0	712 15 0	62,208 20	3,051 5 0	305 8 7	1,018 4 4

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for Week ended 27th May 1871, on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.			
		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.		
Total traffic for the week ...	101,880½	1,17,800 4 5	10,777 8 8	551,130 30	2,97,202 8 3	27,231 16 3	38,024 19 11		
Or per mile of railway ...		91 14 2	8 8 5		243 5 8	21 6 0	29 14 5		
For previous 20 weeks of half-year	2,140,035½	31,61,330 7 8	290,066 0 3	12,824,935 30	77,28,403 3 0	708,182 6 0	994,518 7 0		
Total for 21 weeks	2,241,916	32,81,925 12 1	300,843 3 11	13,380,960 20	80,26,100 11 9	735,734 3 0	10,36,577 6 11		
COMPARISON.									
Total for corresponding week of previous year ...	90,762½	1,14,143 10 11	10,100 13 5	845,357 0	5,13,845 4 7	47,102 9 9	57,303 3 2		
Per mile of railway corresponding week of previous year .	.....	101 2 4	9 5 5	... ..	451 2 0	41 12 7	50 18 0
Total to corresponding date of previous year	2,355,121	30,02,748 4 10	357,706 2 1	15,812,140 20	87,65,714 5 7	803,524 3 6	11,61,230 5 7		

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for Week ended 27th May 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,553	10,521 14 6	961 15 7	61,145 30	16,136 4 0	1,179 3 2	2,443 18 9
Or per mile of railway ...	15 11 8	47 3 2	4 6 6	545 0	72 5 9	6 12 8	10 19 2
For previous 20 weeks of half-year	61,280½	3,15,860 5 3	29,354 13 10	1,197,910 30	3,44,190 9 9	31,530 16 1	60,305 9 11
Total for 21 weeks ...	64,833½	3,26,381 3 8	29,319 9 5	1,259,055 20	3,60,326 13 9	33,020 19 3	62,940 8 8
COMPARISON.							
Total for corresponding week of previous year ...	3,505½	9,252 8 8	814 3 0	54,230 20	14,500 4 4	1,704 13 2	2,552 16 3
Per mile of railway corresponding week of previous year ...	.....	41 7 10	3 16 1	.. ..	83 6 3	7 12 10	11 8 11
Total to corresponding date of previous year ...	102,018	3,29,155 9 4	30,200 2 1	876,354 30	2,72,746 0 10	25,001 14 5	53,201 16 6

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for Week ended 27th May 1871, on 150½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	33,230½	20,154 13 9	1,875 7 11	93,195 30	17,814 12 9	1,677 0 5	3,508 8 4
Or per mile of railway ...	180 11 8	130 11 8	12 19 4	595 0	114 13 1	10 8 8	22 4 1
For previous 20 weeks of half-year	627,292½	3,74,640 0 9	34,312 0 2	2,516,124 20	5,11,707 7 10	46,600 10 1	81,248 10 3
Total for 21 weeks ...	6,60,523	3,95,094 14 0	36,217 8 1	2,609,624 22	5,29,522 4 7	48,339 10 6	84,756 14 7
COMPARISON.							
Total for corresponding week of previous year ...	23,872	10,728 3 2	1,553 8 4	98,501 24	17,839 4 10	1,635 5 5	3,164 13 9
Per mile of railway corresponding week of previous year ...	228	117 11 4	13 10 10	808 0	157 8 1	14 8 9	27 19 7
Total to corresponding date of previous year ...	5,61,102	3,44,054 6 7½	31,534 0 10	2,322,076 23½	3,78,540 12 5	34,700 2 3	63,218 0 1

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for Week ended 27th May 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	5,893	1,279 3 0	127 18 4	16,962 0	515 14 9	51 11 10	179 10 2
Or per mile of railway ...	211	45 7 5	11 10 11	604 0	18 6 10	1 16 10	6 7 9
For previous 8 weeks of half-year	44,260½	10,124 7 0	1,012 12 11	89,916 10	2,485 12 6	218 11 6	1,261 4 5
Total for 9 weeks ...	50,153½	11,105 10 0	1,139 11 3	106,878 10	3,001 21 3	300 3 4	1,440 14 7
COMPARISON.							
Total for corresponding week of previous year ...	5,248½	837 12 3	93 15 7	10,288 20	337 13 6	33 15 8	127 11 3
Per mile of railway corresponding week of previous year ...	187	33 7 10	3 7 0	367 0	12 1 0	1 4 1	4 11 1
Total to corresponding date of previous year ...	43,903	8,065 10 9	806 11 4	92,657 0	3,392 2 0	339 4 3	1,145 15 7

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 22nd to 31st May 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			lb	Miles.	In.		
May	22nd	29.538	89.8	79.1	145.8	82.4	79.5	77.5	0.80	E S E and W S W	2.4	85.4	0.21	...	Cumuli and overcast. Brisk wind; thunder and rain at 2½ P.M.
	23rd	537	93.2	78.5	144.3	84.6	79.0	76.6	.78	W S W	1.9	46.8	...	...	Clear, cirri, and strati. Thunder at 4½ and 5 P.M.
	24th	571	89.4	76.5	135.5	82.3	79.7	77.9	.87	S S E and S by W	6.5	96.1	1.40	...	Cirri, overcast, and strati. High wind at 11 A.M. Thunder from 11 A.M. to 1 P.M. Lightning at 11 and 12 A.M. and from 8 to 11 P.M. Rain at 11 and 12 A.M.
	25th	645	91.0	75.3	140.7	84.0	80.5	78.0	.83	S S W	23.0	104.4	2.58	...	Strati, cumuli, and overcast. Storm at 9½ P.M. Thunder and lightning at midnight and 1 A.M., and from 7 to 11 P.M. Rain from 7½ to 10 P.M.
	26th	695	90.7	76.0	141.2	82.0	78.0	76.2	.83	S W and S by E.	11.4	239.8	0.82	...	Chiefly overcast. High wind between 4½ and 4½ P.M. Thunder at 5 P.M. Lightning at midnight and 1 A.M., and from 7 to 9 P.M. Rain from 4½ to 6 P.M.
	27th	747	91.0	77.0	145.8	84.0	80.3	77.7	.82	S S W	...	147.8	...	...	Overcast and cumuli. Lightning on N W at 8 P.M.
	28th	735	91.5	76.0	145.0	82.8	78.5	75.5	.79	S S W	3.8	126.9	1.57	...	Strati, cumuli, and overcast. Brisk wind between 7½ and 8½ P.M. Thunder and lightning from 7 to 11 P.M. Rain from 6 to 8 P.M. and at 11 P.M.
	29th	730	90.5	76.5	115.8	83.0	78.7	75.7	.79	S W and E S E	...	155.2	...	...	Strati and cumuli. Lightning on S at 8 P.M.
	30th	690	92.3	77.7	113.0	84.6	78.7	74.6	.73	W	...	90.8	...	...	Cirri and cirrostrate and clear.
	31st	609	93.0	80.5	118.0	86.2	81.2	77.7	.76	S W and S	...	99.7	...	...	Chiefly cumuli. Lightning on N at 8 and 9 P.M.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past ten days	...	17.9
The max. temperature during the past ten days	...	93.2
The max. temperature during the corresponding period of the past year	...	100.9
The mean humidity during the past ten days	...	0.81
The mean humidity during the corresponding period of the past year	...	0.74
		Inches.
The total fall of rain from 22nd to 31st	... { by lower rain gauge	6.58
	... { by anemometer gauge	5.76
Ditto, average of seventeen previous years	...	2.16
Ditto, between the 1st January and the 31st May	...	22.96
Ditto, ditto ditto, average of seventeen previous years...	...	10.53

GOPEENATH SEN,
In charge of the Observatory.

The 3rd June 1871.

Meteorological Telegraphic Report for the period 28th May to 3rd June 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	May											
	28th	10	29.803	29.821	85.8	81.0	79	E	...	...	C	Scuds from S. S. W.
		16	29.612	29.650	90.5	84.7	78	S S W	...	...	K	
	29th	10	29.786	29.804	84.6	81.3	85	S E	...	1.57	...	b
		16	29.659	29.677	90.5	82.0	69	E S E	...	...	K	...
	30th	10	29.703	29.740	85.2	77.4	69	W	...	...	...	b
		16	29.624	29.642	92.3	83.0	65	W by S	...	...	K	...
	31st	10	29.731	29.749	84.4	82.7	78	S W	...	...	K	...
	June	16	29.613	29.631	92.7	84.2	67	S	...	...	K	...
	1st	10	29.706	29.724	84.5	83.0	78	S S W	...	...	K	...
		16	29.591	29.609	90.0	83.0	73	S by E	...	...	C	...
	2nd	10	29.656	29.674	88.0	85.3	80	S S W	...	0.70	K	t
SANDWICH ISLAND.		16	29.551	29.569	78.4	77.4	95	S S E	...	3.68	...	o
	3rd	10	29.615	29.633	80.0	78.3	93	S by E	...	0.68	S	...
		16	29.500	29.518	87.0	81.4	77	S	...	...	K	...
	May											
	28th	10	29.822	29.828	88	85	87	S	14.3*	0.50	N	m
		16	29.661	29.667	89	81	80	S S R	10.8*	...	N	m
	29th	10	29.745	29.761	88	81	83	S	6.5*	0.30	N	b
		16	29.661	29.667	88	83	80	S S E	7.2*	...	N	b
	30th	10	29.703	29.775	89	86	87	S S W	11.0*	...	K	b
		16	29.638	29.644	90	84	76	S	4.9*	...	N	b, m
	31st	10	29.729	29.735	89	85	84	S S W	3.7*	0.20	N	b
	June	16	29.642	29.648	90	85	80	S	7.6*	...	N	b, m
	1st	10	29.716	29.722	90	86	84	S S W	8.6*	...	N	b
CHITTAGONG.		16	29.615	29.621	89	84	80	S S E	11.4*	...	N	b, m
	2nd	10	29.673	29.679	89	85	80	S S W	13.6*	0.70	N	b, m
		16	29.502	29.508	88	81	83	S S E	13.6*	...	N	m, o
	3rd	10	29.632	29.639	85	82	87	E S E	15.0*	2.30	N	m, o
		16	29.505	29.511	87	81	87	S	6.9*	...	N	m
	May											
	28th	10	29.783	29.801	85	83	91	S	4.8*	0.80	K, K3	u
		16	29.744	29.858	73	73	100	W N W	8.9*	0.50	N	d, o, g, t
	29th	10	29.770	29.841	83	80	87	E S E	5.3*	0.20	CK, CS	b, o
		16	29.642	29.741	80	83	87	S W	9.5*	...	K	b
	30th	10	29.711	29.820	87	83	83	E S E	3.6*	...	K	b
		16	29.606	29.715	88	84	83	S W	10.1*	...	K, CS	b
	31st	10	29.698	29.807	84	85	87	S E	3.7*	...	CS	b
	June	16	29.584	29.693	84	85	87	S W	11.6*	...	CS	b
	1st	10	29.693	29.807	88	85	87	S	4.3*	...	K	b
		16	29.563	29.675	87	81	87	S W	9.7*	...	C, KS	b
MADRAS.	2nd	10	29.686	29.776	82	81	95	E S E	3.6*	0.30	N	d, g
		16	29.552	29.662	83	81	91	W	8.7*	0.20	KS	u, g
	3rd	10	29.609	29.719	82	81	95	E	3.6*	0.10	N	b, u, g
		16	29.518	29.620	82	81	95	S E	6.3*	0.30	KS	d, u, g
	May											
	27th	10	29.821	29.851	91	80	60	S E by E	11*	...	...	bo
		16	29.711	29.771	87	79	68	E S E	15*	...	...	bo
	28th	10	29.815	29.895	91	77	50	S S E	15*	...	...	bo
		16	29.643	29.660	84	80	69	E S E	17*	...	...	b
	29th	10	29.721	29.811	95	74	33	S by E	11*	...	...	b
		16	29.702	29.732	90	79	59	E S E	13*	...	...	b
	30th	10	29.705	29.825	97	77	37	S W by S	12*	...	...	b
CUTTACK.		16	29.652	29.682	90	80	63	E	11*	...	...	bo
	31st	10	29.713	29.773	94	76	39	S	8*	...	...	b, m
	June	16	29.626	29.656	91	77	60	E S E	11*	...	...	bo
	1st	10	29.712	29.772	95	75	36	S W by W	16*	...	...	b
		16	29.621	29.651	90	78	56	E S E	13*	...	...	bo
	2nd	10	29.741	29.771	97	75	32	W	8*	...	...	bo
		16	29.623	29.653	89	78	50	E S E	11*	...	...	bo
	May											
	28th	10	29.713	29.794	91	91	96	S S W	...	...	...	Fair
		16	29.679	29.691	93	83	64	S W	...	...	...	Fair.
	29th	10	29.734	29.815	90	74	50	S E	...	...	...	Fair.
		16	29.670	29.690	97	80	45	S	...	...	...	Fair.
AYRER.	30th	10	29.691	29.772	90	80	63	S S W	...	...	C	Fair.
		16	29.634	29.675	96	83	56	S S W	...	...	C, KS, N	Fair.
	31st	10	29.658	29.730	90	82	69	S W	...	...	C	Fair.
	June	16	29.521	29.602	90	81	43	S S W	...	...	KS, C	t, l
	1st	10	29.613	29.724	91	82	66	S W	...	...	KS, C	t, l, d, o
		16	29.499	29.580	94	83	61	S S W	...	...	N	t, l
	2nd	10	29.623	29.706	80	77	89	S W	...	0.40	N	...
		16	29.555	29.637	83	80	87	S W	...	...	N	...
	May											
	28th	10	29.876	29.891	82	80	91	S E	1	0.40	C	b
		16	29.757	29.772	80	83	87	N N E	1	...	N	b
	29th	10	29.834	29.840	79	78	95	S E	1	1.60	...	o
		16	29.707	29.722	88	81	79	S W	1	...	C, K	b
	30th	10	29.796	29.811	86	81	79	S W	1	...	N, C	b, g
		16	29.697	29.712	86	81	79	W	1	...	K, N	b
	31st	10	P	P	86	82	83	S	1	...	N, K	b
	June	16	P	P	87	82	79	W S W	1	...	K, O	b
	1st	10	P	P	80	77	86	S W	1	...	N, K	...
		16	P	P	85	80	70	S W	1	...	N, C, K	b
	2nd	10	29.770	29.785	81	78	86	E	1	0.00	N, K	g
		16	29.653	29.668	84	80	83	S S W	1	...	CS, K	b
	3rd	10	29.689	29.704	85	81	83	S S W	1	1.40	N, K	b
		16	29.602	29.617	85	81	83	S W	1	0.10	K, N	g

* Velocity of wind in miles per hour.

CALCUTTA,
The 3rd June 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISION.	Stations.	Rainfall from 15th to 21st May 1871.	Rainfall from 22nd to 28th May 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	1.00	1.70	13.88	28th May 1871.	
	{ Jail ...	0.55	0.02	10.06	ditto.	
	Fales Point ...	0.99	1.30	14.85	ditto.	
	Jajipore ...	Nil	0.05	8.30	ditto.	
	Kendraparah ...	0.50	0.70	11.90	ditto.	
	Jugatsingapore ...	Nil	1.70	11.05	ditto.	
	Sumbulpore ...	Not received.	Not received	2.84	14th May 1871.	
	Balasore ...	0.45	0.55	15.41	28th May 1871.	
CHOTA NAGPORE.	Bhuddruck ...	1.60	0.97	12.00	ditto.	
	Pooros ...	Nil	1.13	10.11	ditto.	Not received 10th to 18th April.
	Khoordah ...	2.16	0.67	11.29	ditto.	
	Hazareebaugh ...	1.70	0.57	4.07	ditto.	
	Burhee ...	1.04	0.14	3.81	ditto.	
	Pachamba ...	1.24	1.05	6.33	ditto.	
	Ranches ...	Not received	Not received	2.49	10th April 1871	
	Palanow ...	0.08	Nil	1.13	28th May 1871.	
PATNA.	Purulia ...	0.59	0.01	7.59	ditto.	
	Chyebassa ...	1.40	0.19	7.62	ditto.	
	Patna ...	0.26	2.05	6.19	ditto.	
	Behar ...	1.17	2.03	5.02	ditto.	
	Barh ...	0.46	0.16	3.32	ditto.	
	Dinapore ...	0.02	1.10	4.06	ditto.	
	Gya ...	0.10	Nil	4.14	ditto.	
	Shorghotty ...	Not received	Not received	0.16	9th April 1871.	
BRAHMPUTRA.	Nowadah ...	ditto.	ditto.	1.00	ditto.	
	Arumgalad ...	0.15	0.05	3.50	28th May 1871	
	Chumparun ...	2.27	Not received	3.28	21st May 1871.	
	Chuprah ...	1.00	0.30	3.80	28th May 1871	
	Sewan ...	0.61	0.92	7.70	ditto.	
	Mozufferpore ...	0.23	1.70	4.13	ditto.	Not received 15th to 21st May.
	Durbhangaah ...	Not received	Nil	4.38	ditto.	
	Sectamuttee ...	Nil	ditto.	7.61	ditto.	Not recorded 6th to 19th Mar.
RAJSHAHY.	Tajpore ...	ditto.	ditto.	2.81	ditto.	From 1st April.
	Mudhubani ...	0.62	0.05	6.07	ditto.	From 22nd May.
	Hajpore ...	Not received	0.56	0.56	ditto.	
	Arrah ...	0.50	1.13	1.57	ditto.	
	Buxar ...	0.19	1.02	3.00	ditto.	
	Sasaram ...	0.72	0.25	2.04	ditto.	Not received 20th Feb. to 10th Apl.
	Bhubhoah ...	0.12	0.65	3.27	ditto.	
	Benares ...	Nil	0.40	2.70	28th May 1871.	
BHAUGPUR.	Bhaugulpore ...	Not received	Not received	1.97	23rd April 1871.	Not received 24th to 30th April.
	Mudhey pootah ...	0.85	0.00	8.89	28th May 1871	
	Bauka ...	0.99	4.18	8.57	ditto.	
	Monghyr ...	0.10	Not received	2.34	21st May 1871	
	Jamooie ...	0.25	1.95	7.13	28th May 1871.	
	Bagoosari ...	2.01	1.35	5.91	ditto.	
	Doghur ...	1.07	2.81	12.48	ditto.	From 13th Feb.
	Jamtara ...	1.00	0.70	10.20	ditto.	From 12th Feb., and not received 25th March to 7th April.
RAJSHAHY.	Rajmehal ...	0.10	Not received	0.60	21st May 1871	
	Purneah ...	0.32	1.32	6.47	28th May 1871.	
	Ramroie Beaulah... ..	1.89	0.80	6.64	ditto.	
	Natore ...	2.23	1.40	10.77	ditto.	
	Bograh ...	Nil	5.88	12.04	ditto.	
	Dinapore ...	3.28	1.81	12.70	ditto.	
	Maldah ...	0.53	0.24	7.16	ditto.	
	Berhampore ...	0.59	0.61	10.75	ditto.	
RAJSHAHY.	Jungipore ...	3.93	2.53	13.12	ditto.	From 16th Jan.
	Lalbagh ...	1.28	0.79	6.41	ditto.	From 17th April.
	Jamookandi ...	1.93	1.74	7.60	ditto.	
	Pubna ...	0.11	5.28	15.12	ditto.	
	Coomercolly ...	Not received.	Not received	5.02	23rd April 1871.	
	Serajunge ...	3.05	4.33	15.98	28th May 1871	
	Rangpore ...	1.20	4.70	11.60	ditto.	
	Bhowanungo ...	0.55	1.35	13.80	ditto.	From 22nd Jan.
BURDWAN.	Titalya ...	0.20	2.19	10.19	ditto.	
	Burdwan ...	0.98	1.94	11.14	ditto.	
	Cutwa ...	0.85	0.67	11.18	ditto.	
	Culua ...	Nil	0.12	13.49	ditto.	
	Hood-Bood ...	0.48	0.80	9.70	ditto.	
	Bancootah ...	0.63	1.32	13.22	ditto.	
	Rancegange ...	1.27	0.87	8.34	ditto.	
	Sooce ...	0.49	1.25	8.33	ditto.	
PRESIDENCY.	Hoozily ...	2.04	Not received	13.97	21st May 1871	
	Serampore ...	0.40	3.08	8.92	28th May 1871	From 20th Mar.
	Jehannabad ...	1.00	1.10	9.02	ditto.	From 21st April.
	Howrah ...	0.32	5.69	22.54	ditto.	
	Midnapore ...	1.49	1.71	20.00	ditto.	
	Contai { Dy. Collr.'s Office ...	3.70	1.74	15.92	ditto.	
	{ Engr.'s Office ...	5.38	1.83	21.07	ditto.	
	Gurbetta ...	1.05	1.22	12.50	ditto.	From 6th Feb.
PRESIDENCY.	Tumlook ...	1.40	2.87	26.50	ditto.	
	Kishnaghar ...	Nil	1.74	13.36	ditto.	
	Bongong ...	0.73	1.80	18.44	ditto.	
	Ranaghat ...	Nil	1.15	11.13	ditto.	
	Meherpore ...	Not received	0.00	9.02	ditto.	Not received 15th to 21st May.
	Choodangah ...	Nil	3.80	19.90	ditto.	
	Kooshteah ...	0.35	6.04	17.19	ditto.	
	Jessore ...	Nil	4.41	19.17	ditto.	

DIVISION.	Stations.	Rainfall from 15th to 31st May 1871.	Rainfall from 22nd to 28th May 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.— (Continued)	Khoolneah	0.95	3.31	15.82	28th May 1871	From 18th Feb.
	Jenadah	Not received	4.27	8.02	ditto	From 6th Mar., and not received
	Saugor Island	1.60	3.30	20.80	ditto	8th to 21st May.
	Calcutta	1.57	0.58	22.98	ditto	
	Alipore { Jail	Not received	5.12	16.34	ditto	Not received 8th to 21st May.
	{ Hospital	1.18	5.20	10.43	ditto	
	Barrackpore	0.38	Not received	0.47	21st May 1871.	
	Dum Dum	0.29	ditto	13.40	ditto	
	Baraset	0.53	ditto	10.79	ditto	
	Satkherah	1.38	ditto	17.88	ditto	
	Busseerhant	0.54	ditto	14.55	ditto	
	Diamond Harbour	1.30	ditto	20.28	ditto	
	Barrapore	1.60	ditto	10.08	ditto	
	Dacca { Telegraph Office	1.22	7.03	25.94	28th May 1871	
Dacca.	{ Jail	1.30	7.80	26.35	ditto	
	Burrisaul	1.29	4.91	10.18	ditto	
	Dowlat Khan	1.78	4.18	12.78	ditto	
	Perazepore	2.10	3.43	17.77	ditto	
	Madanipore	1.17	3.88	18.87	ditto	
	Furzedpore	0.43	6.08	22.22	ditto	
	Mymensing	1.67	10.00	21.05	ditto	
	Jamalpore	1.60	8.68	20.96	ditto	
	Attenah	0.76	3.09	10.80	ditto	
	Kishoregunge	1.50	7.12	16.87	ditto	
	Sylhet	4.10	12.20	42.28	ditto	
	Cachar	0.81	Not received	29.05	21st May 1871.	
	Hylakandy	Not received	ditto	30.43	14th May 1871.	
	Koyah	1.11	5.51	35.38	25th May 1871	Not received 24th to 30th April.
CHITTAGONG.	Chittagong { Telegraph Office	0.10	8.30	10.00	ditto	
	{ Jail	0.14	7.23	14.31	ditto	
	Cox' Bazar	7.10	Not received	17.50	21st May 1871	
	Langannuta Hill	0.87	13.10	24.14	28th May 1871.	
	Noakhally	2.01	7.07	19.50	ditto	
	Tipperah	3.80	11.70	24.13	ditto	
	Brahmanbariah	5.18	11.75	24.71	ditto	
	Akva	9.10	7.70	20.40	ditto	
	Buxa	5.83	3.10	27.78	ditto	
	Gawalparah	0.05	Not received	20.55	21st May 1871.	
COCH BEHAR.	Dhoolice	1.60	ditto	14.16	ditto	Not recorded 27th Feb. to 5th March, and not received 10th to 16th April.
	Tura (Garo Hills)	3.70	ditto	17.31	ditto	
	Darjeeling { Telegraph Office	Not received	ditto	1.62	15th April 1871.	
	{ Jail	0.60	2.86	11.86	28th May 1871.	
	Runghee	Not received	Not received	5.50	31st Mar 1871.	
	Falacottah	3.09	ditto	10.19	21st May 1871	
	Julpigoree	1.10	0.38	12.17	23th May 1871.	
	Boda	1.83	1.27	10.61	ditto	
	Teznoore	1.17	Not received	21.22	21st May 1871.	
	Nowgong	2.30	ditto	18.28	ditto	
AMAR.	Mungledyo	2.24	ditto	21.93	ditto	From 30th Jan.
	Burpettah	5.15	ditto	22.78	ditto	
	Gowhatti	Not received	ditto	11.97	11th May 1871.	
	Soobsangor	1.30	ditto	26.17	21st May 1871.	
	Jorehaut	1.70	ditto	18.05	ditto	From 27th Feb.
	Golaghat	1.28	ditto	22.68	ditto	
	Nazoorah	1.21	ditto	23.62	ditto	
	Debrooghur	2.43	ditto	18.17	ditto	
	Suddya	Not received	ditto	21.15	14th May 1871	
	Shullong	6.43	ditto	14.18	21st May 1871	
	Cherrapoonjee	7.01	10.29	62.07	28th May 1871	From 18th Feb.
	Jowai	12.03	Not received	24.66	21st May 1871.	
	Bamugoodting	0.58	ditto	9.07	ditto	

CALCUTTA,
The 3rd June 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,

DURING THE HALF MONTH 1st TO 15th APRIL 1871.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea level.

STATIONS.	BAROMETER.				THERMOMETER.												HUMIDITY.				RAINFALL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
	Height above sea level.	MEAN OF				Range.	SOLAR RADIATION.				Mean of max.	Mean daily range.	Mean of min.	Mean.	MEAN OF				Highest Max.	Absolute range.	Lowest Min.	Day.	Day.	Mean.	MEAN OF				In inches.	No. of days.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
		4 hours.	10 hours.	16 hours.	22 hours.		Mean.	Max.	Day.	Min.					Day.	Day.	Day.	4 hours.							10 hours.	16 hours.	22 hours.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
Port Blair	110	29.877	29.843	29.810	29.777	133	115.0	14-15th	125.5	...	89.3	6.2	83.1	86.4	89.6	87.2	84.4	85.3	

CALCUTTA,

The 2nd June 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Mean Pressures and Temperatures of the preceding Table reduced to Sea Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressure reduced to sea level.	Mean temperature reduced to sea level.	WIND.	
			Proportional prevalence Max.=100.	Mean direction.
Port Blair	...	...	92	S 54° E
Madras	29 904	85.1	71	S 53° W
Vizagapatam	29 814	80.5	60	S 70° W
Akyab	29 807	83.8	96	S 46° W
False Point	29 800	81.5	78	S 57° W
Cuttack	29 787	80.8	83	S 10° E
Sankor Island	29 813	84.2	51	S 12° W
Chittagong	29 849	82.5	68	S 3° W
Calcutta	29 802	81.	81	S
Jessore	29 807	83.8	74	S 14° E
Dacca	29 823	81.7	57	N 70° E
Cachar	29 856	75.2	43	N 78° W
Hazratnagar	29 720	81.3	30	S 12° W
Berhampore	29 779	80.8	39	W
Gya	...	81.4	41	N 12° W
Patna	29 767	80.5	50	N 65° E
Monghyr	29 768	80.1	51	N 79° W
Darjeeling	29 727	77.1	70	S 81° E
Gowalparah	29 800	76.3	89	S 28° W
Shillong	29 787	79.8	17	N 44° W
Benares	29 774	80.8	8	S
Koorkee	29 757	85.2		

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17, on the preceding page, by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way, by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rain-fall from the previous tables.

HENRY F. BLANFORD,

Meteorological Reporter to the Government of Bengal.

11. The following additions to the herbarium have been received during the year :—
 (a)—Australian plants (about 50 species) presented by Dr. F. Mueller of Melbourne.
 (b)—A collection of plants (chiefly Greek) received from the Royal Academy of Munich through Mr. Kurz.
 (c)—Two bundles of Siberian and Brazilian plants received from Dr. Regel of St. Petersburg.
 (d)—Eight bundles of plants, chiefly Dr. Falconer's collections, from Kew; one bundle of Viti cryptogams collected by Dr. Seemann from Kew; and one bundle of ericæ from Kew.
 (e)—A set of Ceylon filicales and lycopodales (about 175 species), carefully named by Mr. Thwaites.
 (f)—A few fine specimens of Khasiya ferns from Dr. Jerdon.
 (g)—Centuriae IX and X of the plants of Sicily from Professor A. Todaro of Palermo.
12. The Calcutta herbarium collections of the orders apocynaceæ and gramina, which were forwarded some years ago to Kew for determination, were received back thence.
13. As explained in the last annual report, the most useful additions of Bengal plants to the herbarium are not now made by way of general collections, but by the intercalation of selected specimens. This work has proceeded steadily, and many orders have been largely strengthened out of collections made by the officers of the garden.
14. In the arrangement of the herbarium a large mass of the duplicate bundles have been worked through with care previous to their distribution. The natural orders, com-melynaceæ, cyrtandraceæ, urticaceæ, and portions of other orders, have been worked up so far as the Bengal species are concerned.
15. I have made a complete alphabetical catalogue of the library (omitting pamphlets) which involved the entry of 1,500 titles of books. The binding of the library has been proceed-ed with, but only slowly, and with the modern books. As regards very many of the ancient works, they possibly may have archæologic, but can hardly have any scientific, value; and it can scarcely be advisable to expend Government money on re-binding them.

* * * * *

17. Nothing has been done in increasing the materials collected for the projected economic museum, as Government appears to have adjourned *sine die* the question of how and where such museum shall be erected.

18. The museum remains, from its extreme dampness, very liable to the attack of white-ants. I am glad to be able to report that owing to the great care taken by the curator during the rainy season, neither the herbarium nor the books have suffered during the past year. Indeed, making allowance for a tropical moist climate, both the arranged collections and the books may be reported as in very good condition. With the precautions now taken, I think the arranged collections (which are kept in the up-stairs rooms) may be considered safe but this cannot be honestly stated of anything kept on the ground floor.

19. *Cotton*.—The following is the report of the results of the experiments with exotic perennial cottons furnished by Mr. Scott, the curator of the garden, who has conducted these experiments :—

I.—Upland Georgian.—Four hundred plants planted in July 1870, yielded up to the end of February 1871, one maund and eighteen seers.

II.—Egyptian cotton.—From 260 plants planted in July 1870, the return at the end of February was seven seers and six chuttacks.

III.—New Orleans.—From 50 plants planted in July 1870, the return to the end of February 1871, was five seers and two chuttacks.

IV.—Clark's hybrid cotton.—From 30 plants planted in July 1870, the return to the end of February was one seer and fourteen chuttacks.

V.—Egyptian cotton.—Two and a half biggahs planted in May 1870, yielded up to the end of February 1871, ten chuttacks only.

VI.—Egyptian cotton.—Half a biggah planted in Botanic Garden in March 1870, yielded up to the end of February 1871, three and a half chuttacks only.

VII.—Sea Island cotton.—From 100 plants planted in July 1870, the return up to the end of February 1871 was two and a half chuttacks only.

20. It is plain that these results are discouraging, and very different from the expecta-tions formed and the hopes held out last year. It must be understood that no difficulties were met with in growing fine plants of cotton. The point where the experiments failed was in the securing the crop. Just as the plants were coming into fine bearing, a rain would come, split all the ripening bolls, and throw the plants anew into vigorous vegetative growth. By the time these were again covered with young bolls, another fall of rain would occur. This is the more disheartening, because during last season the hot weather was more free from showers than is usually the case at Calcutta. The inference would appear to be that the climate of Calcutta is too moist for these perennial cottons, and that the only chance of securing a crop is with the more rapidly-maturing annual Indian varieties. Perhaps a climate and elevation somewhere about Chota Nagpore remain to be discovered, interme-diate between the dry table land of Berar and the moist delta, which may prove a locality where these high class exotic cottons can be cultivated at an economic profit.

21. The experience of this year moreover has been very unfavorable to the beautiful hybrid seedling cottons of Major Trevor Clark. These hybrids do not appear to maintain their characters under cultivation. I suggested formerly that this might be due to their being cross-fertilized in our mixed-beds; but Mr. Scott is of opinion, from his observation of these hybrids, that with no degree of care in their culture can they be preserved as distinct varieties.

22. The experiments with cotton are, in this garden, on a small scale, and do not involve any extra charge on Government. Mr. Scott intends to try again, varying in some particulars his management of the plants. He thinks it possible that by cutting the plants to the ground he may throw his crop a little earlier, and thus secure it. Mr. Scott is now hopeful of a good return from those cut over in February; and more so from those so treated about the close of the rains. Experiments will in future be confined to varieties of cotton which (in the language of gardeners) come true. It is hoped to obtain a small plot of land very close to the garden boundary, and also to Mr. Scott's house, where these experiments can be carried on under close supervision.

23. *Ipecacuanha*.—The plants of *ipecacuanha* in this garden are in almost exactly the same condition that they were a year ago. It is, I think, certain that this drug cannot be grown at Calcutta.

24. On the 1st April 1870 there were, at the cinchona plantations, twelve plants of *ipecacuanha*. Of these seven cuttings were killed by a coolie falling on them and completely smashing them. Five plants remain planted out in cool frames: three at Rishap, (altitude 2,000 feet) measure $4\frac{1}{2}$ inches, $3\frac{1}{2}$ inches, $1\frac{3}{4}$ inches respectively, and two at Rungbee (altitude 3,800 feet) measure $6\frac{1}{2}$ inches and $1\frac{1}{2}$ inches. The largest plant has nineteen leaves, and its largest leaf is $6\frac{1}{2}$ inches by $3\frac{1}{2}$ inches. It will easily hence be understood that while the vertical height of these *ipecacuanha* plants is so small, they are extremely healthy and vigorous looking plants, so much so that the head gardener thought there was a chance of obtaining seed, and it was in order to take this valuable chance that no cuttings have been taken.

25. On the whole, I think, our present experience justifies us in hoping that *ipecacuanha* will ultimately be produced successfully at the base of the Himalaya, but that it may be a work of much time.

26. I may call attention here to the fact that we have at present no fit place for growing *ipecacuanha*, or giving it (or any other economic plant as *coco*) a fair trial. The cinchona plantation is an extremely rocky valley; we may raise a few dozen *ipecacuanha* plants in frames or lines, but there is no flat land which can be used for cultivation on any scale. In the growth of cinchona there is no cultivation, i.e., the surface of the soil is never moved, as if this were attempted the little vegetable soil there is would wash away into the Teesta. It must be unnecessary to explain further that, for anything like culture, a different place is wanted. I have already (in reply to a letter of the supreme Government) recommended the Bhamun Pookree spur below Punkabari. This spur affords a comparatively level plot of 300 acres, at not more than 400 feet above sea level, at the foot of the Himalayas, facing south. The soil is good. The spur is the property of Government, and was long ago fixed upon by Dr. T. Anderson as excellently adapted for agricultural and horticultural experiments.

27. *Coco*.—The supreme Government has lately given instructions that some experiments in growing *coco* (*Theobroma cacao*) shall be made in Bengal. The plant can only be kept alive in Calcutta under shelter, but there is a fair expectation that it would succeed economically at a place like the Bhamun Pookree spur mentioned in last paragraph. It is difficult to get plants from Calcutta to the hill garden, unless they can endure the sun of the Bengal delta, the journey by Government bullock train being long, and the exposure great. Therefore, on the occasion of my last visit to the cinchona plantations, I had some *coco* plants packed, and took with me as personal luggage, hoping to reach the hills in two days. I regret to say that this case was lost by the Railway Company between Calcutta and Sahibgunge. It may be some time before another opportunity of sending plants up rapidly may occur, and indeed there are not other plants ready for despatching. I fear this accident may greatly delay the carrying out the wishes of Government.

28. *Tobacco*.—The tobacco grown for seed last year proved the most successful of the economic cultivations attempted in the Botanic Garden; more than 10lbs. of seed of the finest kinds having been supplied to H. Rivett-Carnac, Esq. I do not see that there can be much difficulty in growing tobacco to any extent around Calcutta; but I am told that in a moist climate, no variety of tobacco will produce a leaf of high quality. At all events, the Botanic Garden, Calcutta, seems able to perform satisfactorily the functions of a seed garden.

29. *Rheea*.—In the cultivation of *rheea*, the Botanic Garden professes merely to keep a stock of young plants which are ready for supply to the public at a very low price.

30. His Excellency the Viceroy called my attention to the *him rheea* of Bengal. *Rheea* is the cultivated variety of *Boehmeria nivea*, and therefore *him rheea* should mean *Boehmeria nivea* itself. This plant is not, I believe, wild in any part of Bengal, unless in the extreme east of Chittagong. I supposed, from the Calcutta herbarium bundle of specimens, that it had also been found in the upper districts of Assam, but Mr. Mann, who has been assistant conservator of forests at Debrooghur for some time, informs me that he is satisfied that this is a mistake, and that *Boehmeria nivea* does not grow wild in Assam.

In any case, I do not know that there is any reason to suppose that the wild *Boehmeria nivea* would be more easy of cultivation, or produce a more valuable crop than the ordinary *rheea*.

31. But in making inquiries about the wild *Boehmeria nivea*, I found that the hill people, both in North and East Bengal, give the name of *bun rheea* to a great variety of plants, all of which, however, are (so far as I can learn) species of nettles belonging to the sub-order *Boehmeria*. It appears to be a general character of this sub-order to produce fine fibre, and it is probable that *rheea* is by no means the most valuable fibrous plant of the sub-order, but that species superior to this exotic plant in fibre grow abundantly wild in Bengal.

32. It is, however, not excellence in fibre that is the most necessary condition that a fibrous plant has to satisfy in order to recommend it as likely to be economically valuable. The principal merit of jute, as a valuable fibre, is that it can be easily prepared. The nettle fibres generally will not endure lengthened maceration in water to get rid of the cellular tissue. These nettles vary exceedingly in the difficulty with which their fibre can be reduced to a state that will travel to Europe, and arrive in a condition satisfactory to the European manufacturer.

33. The European manufacturer appears to object to any process that involves treating the bark with either alkaloid or acid; he wants the fibre cleaned mechanically from cellular tissue, dried, and packed.

34. A still more important requisition that a fibrous plant has to satisfy, in order that it may prove economically valuable, is that it should prove adaptable to cultivation. Fibre must be procured by the ton to prove remunerative. A wild nettle may appear abundant in the Sikkim jungles, yet it is found practically a serious matter to get in 60lbs. of dry fibre. Any wild plant can only be economically valuable if it can be grown at small cost as a dense crop.

Unfortunately, many of the nettles, though troublesome weeds by the roadside and near human habitations, prove very hungry of manure when it is attempted to grow them as a permanent crop uniformly covering the ground.

35. The whole question of selection of nettles for experiment becomes thus complicated with many considerations. As a preliminary step I have revised the Bengal species, and I give the following abstract of results:—

I have sixty-nine Bengal nettles, all of which (except four good and a few doubtful species) are known to me wild. Of these six belong to the sub-order *Urticeæ*, forty-one belong to the sub-order *Procrideæ*, and twenty-two belong to the sub-order *Boehmeria*.

The forty-one plants of the sub-order *procrideæ* are succulent low-growing weeds. The six *urticeæ*, or true nettles which sting, produce coarse powerful fibre. The twenty-two *boehmeria* (with the exception of five plants which, from their small size, are not likely to prove valuable) are all fibres of the *rheea* class of greater or less merit.

36. In accordance with instructions received through the Home Department, the head gardener at the cinchona plantation is now superintending the preparation of a set of samples of the fibres of the more promising plants; each sample to consist, if possible, of 60lbs., which are to be hand-prepared without the use of acid or alkali, or protracted maceration. The head gardener is instructed to prepare these samples one by one, beginning with the most promising species, and to furnish an estimate of the actual cost per maund of preparing each, and also the best opinion he can give (from observation of the wild plant) as to the probability of its successful cultivation. It is proposed that these samples be transmitted, carefully named, to England for report as to their respective market values as a preliminary step to any cultivating experiments. The preparation of these samples will occupy many months.

37. In order to provide that no further errors concerning the species meant shall arise, I have supplied the head gardener with a named dried specimen of each species worth a trial. This list comprises the following plants according to Weddell's last revision of the order in DeCandolle:—

- | | |
|-----------------------------------|--------------------------------------|
| 1. <i>Girardinia heterophylla</i> | 8. <i>Pouzolzia viminca</i> |
| 2. <i>Boehmeria malabarica</i> | 9. <i>Sarcochlamys pulcherrima</i> |
| 3. <i>B. comosa</i> | 10. <i>Villebrunea appendiculata</i> |
| 4. <i>B. macrophylla</i> | 11. <i>V. frutescens</i> |
| 5. <i>B. platyphylla</i> | 12. <i>Decbregeasia longifolia</i> |
| 6. <i>B. cuspidata</i> | 13. <i>D. leucophylla</i> |
| 7. <i>B. hamiltoniana</i> | 14. <i>Maoutia puya</i> . |

38. The above plants are all plentiful in the jungles of Lower Sikkim.

39. The plant which stands first for trial in the above list is *Villebrunea appendiculata*. The head gardener at Rungbee has already prepared small samples which have been highly approved, and so far as I at present know, this plant appears to combine in itself all the conditions for economic success.

The fibre is well known to the natives as the most powerful of all the indigenous fibres, and is used for bow strings. It is also the finest and whitest, in these respects surpassing *rheea* itself.

The fibre can be cleared of cellular tissue, and produced in a state fit for despatch to England more easily than any other that has been tried. The head gardener has devised a plan of working it, which costs at present Rs. 4 per maund, and which he believes capable of further reduction; and fibre thus prepared has been declared satisfactory in Calcutta.

Villebrunea appendiculata is a small tree, and it is considered more promising for cultivation than any other of the species; it is thought probable that it might be grown as osier-willows are in England.

40. It cannot be guessed which is the second best fibre in the list, but *Maoutia puya* will stand high. This is the plant of which the native cloth of the Lepchas is made. It is a powerful fibre, and about twenty years ago Dr. Campbell, then the deputy commissioner of British Sikkim, sent samples down for report to Calcutta. The fibre was then pronounced marvellously strong, and among other uses, it was found excellent for boot-laces. It appears to have been passed by, because Dr. Campbell reported the manufacture of this fibre by the Lepcha plan enormously expensive, and because this Lepcha method produces the fibre of a slaty color.

The Lepcha method of manufacturing is performed by a limited class who keep their method a secret. There is no doubt, however, that the slaty color of the fibre is produced artificially, this customary tint possessing value in Lepcha eyes. The head gardener at Rungbee will endeavour to reduce this fibre by the same plan which succeeds with *Villebrunea appendiculata*. This will be much cheaper than the native plan, and will probably produce a fibre only slightly colored. But I should add that this *puya* fibre does not appear to work so easily as the *Villebrunea appendiculata*.

At the time the *puya* fibre was sent down to Calcutta by Dr. Campbell, specimens of the plant were also sent down to Dr. Falconer, for botanical determination. Dr. Falconer, determined *puya* to be *Villebrunea frutescens*, which is wrong; but it by no means follows that Dr. Falconer made any botanical mistake, for I think it quite as likely that the plant sent him as *puya* was *Villebrunea frutescens*, as that it was any other of the dozen *bun rheas* of the natives.

41. *Villebrunea frutescens* is also a very promising plant for experiment. It is a large shrub, very nearly allied to *Villebrunea appendiculata*, and though there is no reason to suppose *a priori* that it surpasses the latter in any quality, nothing but experience can decide on their comparative merits.

42. *Debregeasia longifolia* is described as the plant whence many Assamese tribes obtain their cloth, and is one of the numerous plants sent down as *bun rheca*. This also appears an excellent fibre, but does not promise to be so productive under cultivation as *Villebrunea appendiculata*.

43. *Debregeasia leucophylla* from the size it attains, is well worth attention. It is a comparatively local plant and rare, but may nevertheless prove manageable in cultivation.

44. *Bœhmeria cuspidata* is another species which both by its size and abundance is worth particular trial. It is reckoned by Weddell as a mere variety of *Bœhmeria platyphylla*, but in so far as Sikkim is concerned, the two plants are widely distinct.

45. *Girardinia heterophylla* is the only stinging nettle marked for trial. The stinging nettles, as above stated, produce in general a much more coarse fibre than the *Bœhmeria*. The fibre of this species is used by the Mechis for bow strings.

Mr. Moor Martin of Darjeeling has worked up a considerable quantity of the fibre of this species for transmission to Europe. His sample is tolerably free from color, but it appears to my eye better fitted for rope-yarn than for the adulteration of silk; and I apprehend that only fibre adapted for the latter purpose is likely to command in the town of Dundee the high prices of £50 to 60 per ton, which we hear about as obtainable for a perfectly white fine fibre.

This fibre of *Girardinia heterophylla* prepared by Mr. Moore Martin, is exceedingly like a fibre prepared many years ago by Mr. Melvor in the Nilgherries from a *Girardinia*, which grows there.

I say a *Girardinia*, because as at many other points of these difficult nettles, there is an almost inextricable muddle in the nomenclature.

Girardinia heterophylla, as described by Weddell, is the Sikkim *Girardinia*. Weddell calls this plant *Girardinia heterophylla* of Roxburgh, which with Roxburgh's own figure before me I can say it is not. Roxburgh's *Girardinia heterophylla* is the plant described by Weddell under the name *Girardinia palmata*. Roxburgh got his *Girardinia* from the Peninsula, and appears to have got very few plants of any kind from the Himalayas. I have never seen *Girardinia palmata* of Weddell from the Himalayas, and am tolerably sure that it is not to be found there. On the other hand I saw only *Girardinia palmata* in the Peninsula, and doubt, from Mr. Melvor's report, whether any other species be obtainable there. The two species are closely allied.

46. The *Urticæ* besides producing generally coarser fibres than the *Bœhmeria*, by reason of their acrid juices, are troublesome to handle, especially in large quantities. There is one Sikkim species, the abominable *Laportea crenulata*, which from its sub-arborescent habit and free growth, might deserve attention as a fibrous plant. And indeed the head gardener at Rungbee managed to get off a good deal of the fibre of this species with his own hands, and finds it apparently a very capital and powerful fibre. But he suffered seriously

from the mere exudation of this virulent plant, and it would be hardly possible to induce any laborers to work with it. The well known account by Leschenault de la Tour of what it is to be stung by this plant, can be seen in the last edition of *Lindley's Vegetable Kingdom*, page 261. The head gardener at Rungbee protected himself from being directly stung while stripping the fibre, but was seized nevertheless with a violent swelling of the limbs and extremities which lasted twenty-four hours with great severity.

I think it would be better to exhaust the long list of *Bushmania* before recourse is had to the *Urticeae* for fibres.

47. Of the other species given in the list above, plentiful in Sikkim, of shrubby size, and all doubtless possessing valuable fibres, it is unnecessary to say more than that they are all worth investigation. I may sum up the present report by repeating that as yet *Villebrunea appendiculata* appears to combine in a remarkable manner all the properties required in a bun rhea to lead us to expect it will prove economically valuable.

48. *Salt Water Lake Cultivation*.—The piece of land placed at Mr. Scott's disposal for growing dry crops upon at the Salt Water Lake proved very full of salt as before reported. In the rains this piece of land became permanently inundated to a depth of more than two feet which closed the experiment.

49. *Paddy*.—The curator of the Botanic Garden was instructed to experiment in the growth of Carolina paddy. His cultivation was not very successful, as he was prevented getting the paddy dibbled out early enough from the seed-beds. He came nevertheless to the conclusion that there can be no difficulty in cultivating Carolina paddy to any extent in Bengal. I have since learnt from Mr. W. Swinhoe that he grew Carolina paddy to a large extent in the Soonderbunds, and that the difficulty is not to grow it, but to find a market for the produce, because the Bengalis consider this rice is unwholesome and poor flavored.

50. I obtained from East Bengal a considerable quantity of seed rice of two kinds of rowa, which was partly distributed among native cultivators, partly grown by Mr. Scott with fair success. These two varieties of rice are very small grained, and very poor-looking to the European eye, but are considered of superior flavor by the Bengalis, and command an exaggerated price in the bazars. They are not deep-water floating rice, but might be grown, I believe, to a considerable extent on the higher lands in this neighbourhood. I have given before at length my reasons for thinking that the main improvement to be introduced in rice cultivation is the wider introduction of the more highly esteemed varieties rather than any radical change in the methods of cultivation.

Accounts of the Calcutta Port Fund for the year 1870-71.

Dr.		Profit and Loss Account, 1870-71.		Cr.	
		Rs. As. P.		Rs. As. P.	
Mar. 31st	To bills receivable ..	3 15 2	Mar. 31st	By bills payable ...	12,955 1 5
"	" Compt F. L. V. ...	2,221 5 0	"	" cash ...	0 2 0
"	" fire engine boat ...	521 0 0	"	" blowleahs and pausways ...	1,603 0 0
"	" harbour master's department	23,352 15 2	"	" fines account ...	432 8 1
"	" interest account ...	60,187 8 0	"	" general treasury ...	7,67,322 11 6
"	" loan account ...	2,12,057 0 0	"	" istamboul ...	504 3 3
"	" office establishment ...	21,256 10 11	"	" Marine, assistant R. S. V. ...	547 14 9
"	" seventh crew ...	12 0 0	"	" moorings ...	2,73,592 3 0
"	" screw moorings ...	60,408 4 1	"	" Moyapore magazine ...	130 2 9
"	" treasure boat ...	171 0 0	"	" tank boat ...	322 7 0
"	" Hooghly S. F. E. boat ...	1,844 1 5	"	" wreck and anchor department	8,243 11 3
			"	" tank, boat stock account ...	6,052 0 0
	* Stock for net gain ...	3,82,169 12 6			
		6,80,515 4 6			
	Rs. ...	10,71,715 1 0		Rs. ...	10,71,715 1 0

* The gain in account due to remission of debt under the Financial Resolution No. 200 dated 30th April 1870.

Dr.		Stock Account, 1870-71.		Cr.	
		Rs. As. P.		Rs. As. P.	
1870.			1871.		
April 1st	To balance from account closed		Mar. 31st	By profit and loss as above ...	6,89,545 4 6
1871.	31st March 1870	4,01,437 12 4			
Mar. 31st	" balance transferred to commissioners	1,08,107 8 2			
	Rs. ...	6,89,545 4 6		Rs. ...	6,89,545 4 6

H. Howe,
Offg. Master Attendant.

Dr.		Balance Sheet, 1870-71.				Cr.	
Assets.		Rs. As. P.		LIABILITIES.		Rs. As. P.	
Mar. 31st	To accountant-general	...	24,510 0 0	Mar. 31st	By loan account	...	17,65,000 0 0
	" cash	...	1,58,547 4 2		" stock	...	1,98,107 8 2
	" examiner, dock-yard accounts	...	638 0 0				
	" salvage suspense account	...	14,411 11 0				
	" moorings stock account	...	14,28,060 0 0				
	" fire engine boats stock account	...	77,900 0 0				
	" blowleahs and pansways stock account	...	4,642 0 0				
	" harbourmaster's boats stock account	...	1,29,001 0 0				
	" Moyapore magazine stock account	...	72,449 0 0				
	" tank boat stock account	...	6,437 0 0				
	" wreck and anchor boats stock account	...	46,511 0 0				
			17,05,000 0 0				
		Rs. ...	19,63,107 8 2			Rs. ...	19,03,107 8 2

H. HOWE,
Offg. Master Attendant.

Accounts of the Balasore Port Fund for the year 1870-71

Statement of Receipts and Disbursements of the Balasore Port Fund, from 1st April 1870 to 31st March 1871.

NAMES OF PORTS.		RECEIPTS.		DISBURSEMENTS.		Balance of Port Fund after deducting the charges.	REMARKS.
		Port dues	Total receipts.	Contingencies	Total disbursements		
		Rs. As. P.	Rs. As. P.	Rs. As. P.	Rs. As. P.	Rs. As. P.	
Balasore	...	79	791 14 4	791 14 4	66 12 0	66 12 0	725 2 4
Chancoah	...	0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Sartha	...	1	2 10 0	2 10 0	0 0 0	0 0 0	2 10 0
Sooburnraklin	...	11	25 14 0	25 14 0	0 0 0	0 0 0	25 14 0
Chooramun	...	8	92 6 8	92 6 8	0 0 0	0 0 0	92 6 8
Lychimpore	...	13	215 2 2	215 2 2	0 0 0	0 0 0	215 2 2
Dhaurah	...	31	295 13 10	295 13 10	0 0 0	0 0 0	295 13 10
Total	...	143	1,423 13 0	1,423 13 0	66 12 0	66 12 0	1,357 1 0

BALASORE SEA CUSTOMS OFFICE,
The 24th April 1871.

JOHN BEAMES,
Collector of Sea Customs.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 3rd June 1871, on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total Traffic Receipts.
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.			
		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.	
Total traffic for the week	113,618½	1,28,317 15 10	11,762 0 7		505,798 10	2,78,945 0 9	25,570 0 0	57,332 9 7	
Or per mile of railway		100 1 8	0 3 11			218 0 2	19 19 8	29 3 7	
For previous 21 weeks of half year	2,247,916	32,81,925 12 1	300,813 3 11		13,380,000 20	80,28,190 11 9	755,754 3 0	1,086,577 0 11	
Total for 22 weeks	2,361,434½	33,10,243 11 11	312,605 13 0		13,885,807 30	83,05,136 2 6	761,304 3 0	1,073,909 16 0	
COMPARISON.									
Total for corresponding 6 days of previous year	77,704½	97,142 12 5	8,904 15 1		673,048 10	4,31,091 1 3	39,509 3 8	49,508 18 9	
Per mile of railway, "corresponding 6 days of previous year ... ..	.....	85 13 8	7 17 5		.....	381 12 7	34 19 11	42 17 4
Total to corresponding date of previous year	2,433,128½	39,09,391 1 3	360,610 17 2		16,485,404 30	91,97,709 6 10	813,123 7 2	1,309,734 4 4	

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 3rd June 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	1,400½	11,711 10 11	1,073 11 5	69,931 10	20,746 3 0	1,901 14 8	2,975 6 1
Or per mile of railway		52 8 4	4 10 3		93 0 6	8 10 7	13 6 10
For previous 21 weeks of half year	97,835½	3,26,391 3 8	29,019 9 5	1,250,396 20	3,00,326 13 0	33,020 19 3	62,949 8 8
Total for 22 weeks	102,236	3,38,165 14 7	30,093 0 10	1,329,327 30	3,81,073 0 9	34,931 13 11	65,924 14 9
COMPARISON.							
Total for corresponding 6 days of previous year	2,808½	7,271 9 6	666 11 3	45,380 30	13,700 6 10	1,256 13 11	1,923 5 2
Per mile of railway, "corresponding 6 days of previous year		32 9 9	2 19 0		61 7 7	5 12 9	8 12 0
Total to corresponding date of previous year	104,824½	3,36,727 2 10	30,866 13 4	921,735 20	2,86,435 7 9	29,259 8 4	57,125 1 8

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 3rd June 1871, on 150½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ..	36,473	21,639 10 0	1,983 12 8	132,853 2	29,020 0 4	2,660 3 4	4,643 16 0
Or per mile of railway ..	233	138 4 4	12 13 6	881 0	185 0 11	10 19 11	29 13 5
For previous 21 weeks of half year ..	660,523	3,95,098 14 6	36,217 8 1	2,000,624 23	5,29,522 4 7	48,530 10 0	84,756 18 7
Total for 22 weeks ..	696,996	4,16,738 8 6	38,201 0 9	2,742,477 24	5,58,542 4 11	51,199 13 10	89,400 14 7
COMPARISON.							
Total for corresponding week of previous year ..	24,254½	14,659 5 0	1,345 15 5	102,841 18	20,163 3 4	1,848 5 10	3,192 1 3
Per mile of railway, corresponding week of previous year ..	211	129 7 1	11 17 4	1,791 0	178 0 8	16 6 5	28 3 9
Total to corresponding date of previous year ..	685,356½	3,58,713 11 7½	32,482 2 3	2,124,918 15	3,08,709 15 9	30,548 8 1	69,430 10 4

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 3rd June 1871, on 28 miles open.

		Rs. As P.	£ s. d.	Mds. Srs	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	5,478	1,245 11 9	124 11 6	10,114 0	308 7 6	30 16 11	161 8 5
Or per mile of railway	196	44 7 10	4 9 0	361 0	11 3 0	1 2 4	5 11 4
For previous 9 weeks of half-year	53,159½	11,405 10 0	1,149 11 3	106,818 10	3,001 11 3	300 3 4	1,440 14 7
Total for 10 weeks ..	59,637½	12,651 5 9	1,265 2 9	116,932 10	3,310 2 9	331 0 3	1,602 3 0
COMPARISON							
Total for corresponding week of previous year	5,192	912 10 3	91 5 3	15,592 12	577 8 0	57 15 1	149 0 4
Per mile of railway corresponding week of previous year ...	185	32 9 6	3 5 2	567 0	20 10 0	2 1 3	5 6 5
Total to corresponding date of previous year	49,184	8,978 5 0	897 16 7	108,140 12	3,069 11 0	306 19 4	1,294 15 11

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 1st to 7th June 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			H	Miles.	In.		
June	1st	29.655	93.8	82.7	151.0	80.3	82.1	79.2	0.80	S and variable	1.7	133.5	0.51	...	Chiefly cumuli. Thunder at 5 P.M., rain at 9½ P.M.
	2nd	.025	88.0	77.0	113.0	80.7	78.7	77.3	.90	SS W and S W	1.3	152.4	3.87	...	Stratoni and overcast. Thunder from 10 A.M. to 6 P.M. Lightning at 3 A.M., and from 12 A.M. to 2 P.M. Rain from 8½ A.M. to 2 P.M.
	3rd	.579	87.0	77.0	130.4	81.2	78.9	77.3	.88	SS E and S	2.0	101.4	0.68	○	Overcast, stratoni, and cumuli. Thunder from 1 to 3 and 7 to 9 A.M., and at 11 P.M. Lightning from 1 to 3 A.M., at 7 and from 9 to 11 P.M. Rain from 1 to 3 A.M.
	4th	.526	87.0	79.5	...	81.8	79.7	78.2	.80	S and S by E.	...	88.9	2.57	...	Stratoni, cumuli, and overcast. Thunder at 6 and 7 A.M., and from 1 to 4 P.M. Lightning at midnight. Rain at 2, 6, 10½ and 12 A.M., and from 1 to 3 P.M.
	5th	.551	87.5	80.0	145.0	82.1	80.3	79.0	.91	S by E S and S S E	...	60.6	0.84	...	Cumuli, overcast, and stratoni. Thunder at 1 P.M. Rain at 1 A.M. and 1 and 2 P.M.
	6th	.549	86.0	80.5	140.0	82.0	80.3	79.1	.91	S S E and E S E	...	59.0	0.11	...	Cirri, stratoni, and overcast. Thunder at 1 and 2 P.M. Slight rain from 11½ A.M. to 3 P.M.
	7th	.520	88.4	80.0	138.3	82.8	80.3	78.5	.87	E S E and N N E	...	61.8	0.35	...	Cirri, stratoni, and overcast. Thunder at 10 A.M., and from 8 to 10 P.M. Lightning from 8 to 10 P.M. Slight rain at 11 A.M. and from 7 to 11 P.M.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	16.8
The max. temperature during the past seven days	...	93.8
The max. temperature during the corresponding period of the past year	...	97.5
The mean humidity during the past seven days	...	0.88
The mean humidity during the corresponding period of the past year	...	0.74
Inches.		
The total fall of rain from 1st to 7th	... { by lower rain gauge	8.93
	... { by anemometer gauge	8.18
Ditto, average of seventeen previous years	...	2.27
Ditto, between the 1st January and the 7th June	...	31.89
Ditto, ditto ditto, average of seventeen previous years...	...	12.80

GOPEENAUTH SEN,
In charge of the Observatory.

The 12th June 1871.

Meteorological Telegraphic Report for the period 4th to 10th June 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	June											
	4th	10	29.562	29.580	81.2	81.8	89	S	...	0.04	K, N	
		16	29.474	29.492	79.5	78.0	93	S by E	...	2.53	.....	o, t
	5th	10	29.501	29.490	85.5	81.8	85	S	...	0.01	K	o
		16	29.517	29.535	81.8	79.8	91	S S E	...	0.83	.....	o
	6th	10	29.503	29.611	86.0	83.0	83	E by N	...	...	K	o
		16	29.400	29.508	82.0	80.0	91	E by S	...	0.11	.....	o
	7th	10	29.584	29.612	84.0	79.5	81	N E	...	...	.....	o
		16	29.455	29.473	84.4	82.5	78	N N E	...	0.06	S	o
	8th	10	29.556	29.574	82.1	79.2	85	N by W	...	0.41	.....	o
SALVOOR ISLAND.		16	29.454	29.472	87.5	82.0	78	N N W	...	...	K	o, d
	9th	10	29.550	29.584	79.0	78.5	97	W by S	...	4.01	.....	o, d
		16	29.459	29.477	85.0	83.0	91	S W	...	...	S, K	o, d
	10th	10	29.612	29.630	85.7	81.0	70	S W	...	...	S	o, d
		16	29.513	29.531	90.0	83.4	74	S S W	...	...	K, C	o, d
	4th	10	29.508	29.574	86	83	83	S	9.0*	0.40	CK,	b
		16	29.440	29.468	87	83	83	S S E	2.0*	...	N	o, m, n
	5th	10	29.570	29.545	87	83	83	S	16.0*	2.00	N	b, v
		16	29.556	29.562	84	82	91	E N E	3.1*	0.50	C, N	b, v, g
	6th	10	29.592	29.598	89	84	83	S	21.0*	0.20	N	b, m
CHITTAGONG.		16	29.400	29.406	87	84	87	N E	18.0*	0.70	N	b, m, n
	7th	10	29.508	29.572	86	81	83	W N W	18.0*	0.10	N	o, m
		16	29.409	29.408	81	83	95	S	6.3*	0.90	N	o, m
	8th	10	29.557	29.561	85	82	87	W	20.1*	...	N	o, m
		16	29.441	29.447	89	85	84	S S W	6.8*	...	K, N	o, m
	9th	10	29.570	29.542	86	84	91	S W	17.4*	0.20	N	b, m
		16	29.470	29.470	87	85	91	S	13.1*	...	N	o, m
	10th	10	29.610	29.625	89	85	81	S S W	18.1*	...	N	o, m
		16	29.550	29.562	86	83	87	S	12.0*	...	N	o, m
	4th	10	29.558	29.607	86	83	87	E S E	3.0*	0.10	K	b, v
MADRAS.		16	29.459	29.507	86	82	83	N W	12.0*	...	K, CS	b
	5th	10	29.570	29.605	88	81	83	S E	5.6*	...	K, C, N	b, t
		16	29.450	29.501	86	83	87	W	0.3*	...	KS,	b
	6th	10	29.554	29.601	85	81	83	N	5.7*	0.10	CK,	d, t
		16	29.442	29.552	81	78	84	N	6.6*	0.30	N	d, o, g
	7th	10	29.475	29.545	78	77	95	N E	5.5*	0.10	N	d, u, g
		16	29.375	29.485	78	76	90	N E	10.8*	0.30	N	r, o, g
	8th	10	29.507	29.619	77	77	100	S	15.0*	1.00	N	d, v, g
		16	29.455	29.568	77	76	95	S E	10.7*	1.10	N	r, o, t
	9th	10	29.555	29.606	78	78	101	S E	9.7*	2.20	N	u, g
CUTTACK.		16	29.530	29.612	76	75	95	E	7.7*	2.50	KS	d, u, g
	10th	10	29.632	29.743	80	79	95	S E	7.1*	...	N	u, g
		16	29.544	29.654	84	81	87	S E	0.1*	0.10	KS	b, v
	3rd	10	29.081	29.714	95	75	96	W S W	15*	...	.....	bo
		16	29.016	29.645	82	79	87	E by S	9*	0.12	.....	bo
	4th	10	29.738	29.766	75	74	95	N W by N	6*	2.00	.....	o
		16	29.550	29.610	81	78	78	S E	7*	0.05	.....	bc
	5th	10	29.024	29.654	91	78	83	S S W	8*	...	.....	bo
		16	29.515	29.545	87	77	61	E S E	11*	...	.....	bo
	6th	10	29.037	29.607	93	79	54	S	9*	...	.....	b, m
ARVAL.		16	29.535	29.565	89	76	52	S by E	11*	...	.....	bo
	7th	10	29.080	29.710	89	76	52	E S E	11*	0.02	.....	bo
		16	29.586	29.616	84	78	75	E S E	9*	0.00	.....	bo
	8th	10	29.707	29.737	92	76	45	S S W	13*	...	.....	bo
		16	29.568	29.593	98	77	35	S W by S	15*	...	.....	bo
	9th	10	29.717	29.747	92	75	42	S S W	11*	...	.....	lm
		16	29.576	29.605	87	76	58	E S E	12*	...	.....	bo
	3rd	10	29.577	29.659	85	81	83	S W	...	0.20	N, C	r, t, t
		16	29.414	29.495	92	83	97	S S W	...	...	C	Fair
	4th	10	29.505	29.587	89	82	73	S S W	...	...	.....	d, t, t
ARVAL.		16	29.379	29.400	96	82	53	S S W	...	...	KS, C	o
	5th	10	29.520	29.602	85	78	71	S E	...	...	KS, C	Fair.
		16	29.437	29.518	91	80	52	E	...	...	N	Fair.
	6th	10	29.522	29.603	90	78	66	N E	...	...	C	o
		16	29.414	29.495	91	82	60	W	...	...	.....	u, t, t
	7th	10	29.515	29.597	86	80	70	S S W	...	...	N	o
		16	29.417	29.497	91	81	63	S S E	...	...	N	o
	8th	10	29.507	29.549	85	80	79	S W	...	...	KS, N	o
		16	29.417	29.499	93	81	57	W	...	...	KS, N, C	o
	9th	10	29.522	29.603	91	89	68	S S W	...	...	CK, KS, C	o
ARVAL.		16	29.411	29.492	93	81	57	S W	...	...	C	o
	4th	10	29.023	29.679	84	81	87	E S E	1	2.20	K	b
		16	29.538	29.553	80	82	83	S	2	...	K, C	b
	5th	10	29.618	29.633	82	80	91	S W	3	3.00	N, K	d, d
		16	29.519	29.564	82	81	95	S	2	0.10	K, N	g, g
	6th	10	29.610	29.625	81	79	91	S E	2	4.50	N	d
		16	29.521	29.533	81	97	91	S S W	2	0.30	K, N	r
	7th	10	29.619	29.639	82	79	87	S	2	2.20	N	r
		16	29.589	29.671	78	77	95	S S W	2	1.20	N	r
	8th	10	29.686	29.701	79	77	90	S	3	1.00	N	r
ARVAL.		16	29.637	29.652	79	78	95	S	1	0.70	N	d
	9th	10	29.710	29.725	81	79	91	S S W	1	1.20	N	r
		16	29.618	29.641	83	80	87	S S W	1	0.70	N	g
	10th	10	29.750	29.765	81	79	91	S S E	1	0.40	N	b
ARVAL.		16	29.648	29.663	82	79	87	S S W	1	...	N	b

* Velocity of wind in miles per hour.

CALCUTTA,
The 10th June 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISION.	Stations.	Rainfall from 15th to 21st May 1871.	Rainfall from 22nd to 28th May 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	1.70	0.60	14.48	4th June 1871.	
	Cuttack { Jail ...	0.62	1.11	12.07	ditto.	
	False Point ...	1.30	Not received	14.85	25th May 1871.	
	Jajipore ...	0.65	2.10	10.40	4th June 1871.	
	Kendraparah ...	0.70	1.00	12.90	ditto.	
	Jugutungpore ...	1.70	0.90	11.95	ditto.	
	Sambalpur ...	Nil	0.35	3.23	ditto.	Not received 15th to 21st May.
	Balasore ...	0.55	1.76	17.17	ditto.	
CHOTA NAGPORE.	Bhuddruck ...	0.97	1.74	14.34	ditto.	
	Pooree ...	1.13	0.13	10.81	ditto.	Not received 10th to 16th April.
	Khoondah ...	0.07	Not received	11.29	28th May 1871.	
	Hazareobaugh ...	0.57	0.21	4.24	1th June 1871.	
	Burhee ...	0.14	1.15	5.00	ditto.	
	Pachamba ...	1.05	2.88	9.21	ditto.	
	Ranchhee ...	Not received	Not received	2.19	30th April 1871.	
	Palamow ...	Nil	0.71	2.14	4th June 1871.	
PATNA.	Porulia ...	0.01	1.24	9.13	ditto.	
	Chyebassa ...	0.19	1.11	8.73	ditto.	
	Patna ...	2.05	Nil	0.19	ditto.	
	Behar ...	2.03	Not received	5.62	24th May 1871.	
	Barh ...	0.16	0.25	3.57	4th June 1871.	
	Dinapore ...	1.10	0.62	1.08	ditto.	
	Gya ...	Nil	0.20	4.61	ditto.	
	Sherghotty ...	0.63	Nil	2.67	ditto.	
BHAUGULPORE.	Nowadah ...	1.96	Not received	6.00	28th May 1871.	Not received 10th to 16th April.
	Arungabad ...	0.05	Nil	3.50	1th June 1871.	
	Chunparua ...	3.23	ditto	6.51	ditto.	
	Chupiah ...	0.30	0.90	1.70	ditto.	
	Sewan ...	0.32	Not received	7.70	25th May 1871.	
	Mozufferpore ...	1.70	1.50	5.03	4th June 1871.	
	Dumhangah ...	Nil	Nil	1.38	ditto.	Not received 15th to 21st May.
	Sectumase ...	ditto	0.90	8.51	ditto.	
RAJSHAHY.	Tapore ...	ditto	1.32	4.13	ditto.	Not recorded 6th to 10th Mar.
	Mudhubam ...	0.05	0.08	6.13	ditto.	From 1st April.
	Happore ...	0.56	Nil	0.56	ditto.	From 22nd May.
	Arrah ...	1.13	1.33	5.90	ditto.	
	Buxar ...	1.02	0.15	4.35	ditto.	
	Sasseram ...	0.25	Nil	2.01	ditto.	Not received 20th Feb. to 16th Apl.
	Bhubhoah ...	0.65	ditto	3.27	ditto.	
	Banars ...	0.40	Not received	2.70	28th May 1871.	
BENGAL.	Bhangulpore ...	Not received	ditto	7.97	23rd April 1871.	
	Mudhey poolah ...	0.90	0.19	9.29	4th June 1871.	
	Banka ...	4.18	0.14	8.71	ditto.	
	Monghyr ...	Not received	0.06	2.10	ditto.	Not received 22nd to 28th May.
	Jamooie ...	1.95	0.30	7.13	ditto.	
	Begooari ...	1.35	0.20	6.11	ditto.	
	Deighur ...	2.81	0.05	12.53	ditto.	
	Jamtara ...	0.70	2.60	12.20	ditto.	From 13th Feb.
RAJSHAHY.	Rajmehal ...	Not received	Not received	6.60	21st May 1871.	From 12th Feb. and not received 20th March to 7th April.
	Pakoor ...	2.25	Nil	2.25	4th June 1871.	From 21st May.
	Purneah ...	1.32	0.96	7.13	ditto.	
	Ranpoor Beaulah ...	0.80	Not received	6.61	28th May 1871.	
	Nattore ...	1.10	2.22	12.99	4th June 1871.	
	Bograh ...	5.88	0.60	13.53	ditto.	
	Dinapore ...	1.81	0.19	13.19	ditto.	
	Maldah ...	0.24	1.19	8.35	ditto.	
RAJSHAHY.	Benampore ...	0.61	1.74	12.10	ditto.	
	Jungipore ...	2.73	1.82	14.91	ditto.	
	Lalbugh ...	0.70	2.02	8.13	ditto.	From 16th Jan.
	Jamookandi ...	1.74	1.85	9.15	ditto.	From 17th April.
	Palua ...	5.24	2.88	18.30	ditto.	
	Coomercolly ...	Not received	Not received	5.92	23rd April 1871.	
	Serajunge ...	4.32	3.24	10.22	4th June 1871.	
	Rungpore ...	4.70	Nil	11.60	ditto.	
BENGAL.	Bhowanigunge ...	1.35	ditto	13.80	ditto.	From 22nd Jan.
	Titalya ...	2.19	2.24	12.13	ditto.	
	Burdwan ...	1.94	0.37	11.51	ditto.	
	Cutwa ...	0.67	3.79	11.12	ditto.	
	Onna ...	0.12	2.96	15.55	ditto.	
	Bood-Bood ...	0.79	0.71	10.14	ditto.	
	Bancoorah ...	1.92	3.32	10.64	ditto.	
	Rancegunge ...	0.87	1.13	9.18	ditto.	
BENGAL.	Sooree ...	1.25	1.74	10.07	ditto.	
	Hooghly ...	1.80	2.30	18.67	ditto.	
	Serampore ...	3.08	2.11	11.33	ditto.	From 20th Mar.
	Johannabad ...	1.10	1.73	10.75	ditto.	From 21st April.
	Howrah ...	5.50	4.57	27.11	ditto.	
	Midnapore ...	1.71	1.00	21.99	ditto.	
	Contai { Dy. Collr.'s Office ...	1.71	3.33	19.25	ditto.	
	Contai { Engr.'s Office ...	1.81	2.95	21.02	ditto.	
PRESIDENCY.	Gurbetta ...	1.22	0.81	13.37	ditto.	From 6th Feb.
	Tumlook ...	2.87	4.07	30.73	ditto.	
	Kishninghur ...	1.74	2.29	18.43	ditto.	
	Bongong ...	1.83	5.16	23.50	ditto.	
	Rannghat ...	1.15	1.13	15.55	ditto.	
	Melhorpore ...	0.06	Not received	0.02	28th May 1871.	Not received 15th to 21st May.
	Choodangah ...	3.80	5.40	25.30	4th June 1871.	
	Kooshteah ...	0.04	2.03	10.24	ditto.	
PRESIDENCY.	Jessore ...	4.41	4.66	22.83	ditto.	

Division.	Stations.	Rainfall from 15th to 31st May 1871.	Rainfall from 2nd to 28th May 1871.	Rain from 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENT.— (Continued)	Khoolnaah ...	8.31	0.60	16.51	4th June 1871	From 18th Feb. From 6th Mar.
	Jenadah ...	4.37	3.75	15.31	ditto ..	
	Saugor Island ...	3.70	3.90	24.70	ditto.	
	Calcutta ...	6.58	7.63	30.50	ditto.	
	Alipore { Jail ...	4.12	10.54	30.38	ditto.	
	{ Hospital... ..	5.29	10.54	29.07	ditto.	
	Barisackpore ...	3.12	Not received	12.89	28th May 1871.	
	Dum Dum ...	4.71	ditto	28.20	ditto.	
	Barasat ...	2.89	ditto	13.04	ditto.	
	Saikhora ...	1.33	ditto	18.21	ditto.	
	Busseehaut ...	2.30	ditto	18.85	ditto.	
	Diamond Harbour ...	2.40	ditto	28.68	ditto.	
	Baripore ...	3.04	ditto	23.02	ditto.	
Dacca.	Dacca { Telegraph Office ..	7.03	2.73	28.67	4th June 1871.	
	{ Jail ...	7.80	2.40	24.70	ditto	
	Burrisani ...	4.91	3.01	20.00	ditto.	
	Dowlat Khan ...	4.48	1.59	14.47	ditto.	
	Panaspore ...	3.14	1.45	10.63	ditto.	
	Madaniore ...	3.88	3.18	22.03	ditto.	
	Kurriedpore ...	6.98	5.10	27.02	ditto.	
	Mymensing ...	10.00	8.01	20.04	ditto	
	Jamalpure ...	8.68	Not received	20.06	28th May 1871.	
	Atteah ...	3.09	5.02	21.42	4th June 1871	
	Kishoregunge ...	7.02	5.35	22.25	ditto.	
	Sylhet ...	12.00	1.56	43.54	ditto.	
	Cachar ...	3.52	Not received	32.27	28th May 1871.	
	Hylakandy ...	4.00	ditto	30.62	ditto.	
	Kojah ...	5.51	ditto	30.29	ditto.	
CHITTAGONG.	Chittagong { Telegraph Office	8.30	1.20	21.10	4th June 1871	
	{ Jail ...	7.23	1.59	16.80	ditto.	
	Cox' Bazar ...	0.03	Not received	38.62	28th May 1871.	
	Rangamata Hill ...	13.10	ditto	23.14	ditto.	
	Noakhally ...	7.07	1.55	21.11	4th June 1871	
	Tipperah ...	11.76	0.87	27.00	ditto.	
	Balimaabariah ...	11.75	Not received	28.71	28th May 1871.	
	Akjab ...	7.70	5.80	26.30	4th June 1871.	
	Buxa ...	3.16	7.77	25.53	ditto.	
	Gowalparah ...	6.53	0.70	28.78	ditto.	
COCH BEHAR.	Dhooobree ...	6.35	1.00	21.41	ditto ..	Not recorded 27th Feb to 5th March, and not received 10th to 16th April.
	Tura (Garo Hills) ...	5.57	Not received	22.68	25th Aug. 1871	
	Darpoeling { Telegraph Office	Not received	ditto	7.16	30th April 1871.	
	{ Jail ...	2.86	2.44	17.30	4th June 1871	
	Rangbee ...	Not received	Not received	17.28	30th April 1871	
	Falacottah ...	0.74	3.22	14.45	4th June 1871	
	Jalpiagore ...	0.38	5.41	17.89	ditto.	
ARUN.	Beda ...	3.27	0.57	11.04	ditto.	
	Tespare ...	1.21	Not received	15.78	28th May 1871.	
	Nowgong ...	2.80	20.80	21.63	4th June 1871	
	Mungledya ...	1.53	Not received	28.46	28th May 1871	
	Burpettah ...	2.88	ditto	28.14	ditto.	
	Gowahatty ...	3.06	ditto	17.88	4th June 1871	
	Secheangor ...	2.65	Not received	28.82	28th May 1871	
	Jorehaut ...	2.58	ditto	20.63	ditto ..	
	Golaghat ...	3.02	ditto	23.70	ditto.	
	Nazeurah ...	2.94	ditto	26.56	ditto.	
	Debiogluar ...	1.67	ditto	20.14	ditto.	
	Suddya ...	3.81	ditto	27.98	ditto.	
	Shillong ...	5.84	ditto	20.12	ditto.	
	Oheriapoonjee ...	19.29	1.91	61.88	4th June 1871	
	Jowai ...	13.75	Not received	38.41	28th May 1871.	
	Samoogoodting ...	5.78	ditto	12.85	ditto.	

CALCUTTA,
The 10th June 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

No. 25

of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, JUNE 21, 1871.

OFFICIAL PAPERS.

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GOVERNMENT OF BENGAL,
PUBLIC WORKS DEPARTMENT.
Irrigation Branch.
Irrigation Operations of Lower Bengal up to 31st January 1871.

Circle.	Canal.	WATER SUPPLIED DURING DECEMBER 1870.				APPROXIMATE AREA IRRIGATED DURING 1870-71.			Total of Column 8A. for all previous months of current year.	Total of Columns 8A. and 9.	RAINFALL.			NAVIGATION RETURNS.				CHIEF IRRIGATORS.		REMARKS.		
		Full supply depth.	Estimated full discharge in cubic feet per second.	Average depth throughout the month.	Average discharge in cubic feet per second throughout the month.	District.	Area actually receiving water during month in acres.	Of Column 8A. area receiving water for the first time during current year.			Inches during the month.	Inches up to date during the year 1870-71.	Average of ten previous years for the same period.	Nature of Traffic.	Number of Boats.	Tonnage.	Approximate value of goods.	Per Column 8.	Per Column 8A.			
Orissa	1	2	3	4	5	6	7	8	8A	9	10	11	12	13	14	15	16	17	18	19	20	
	{	High Level	8	675	4.33	206	Cuttack	...	...	22,035	22,035	None	47.98	53.33	Local, including 427 passengers, Govt. Stores	115	152	1,835				
		Taldanda	8	1,300	7.25	150	Ditto	...	200	100	22,000	22,100	..	47.98	53.33	Local, Govt. Stores 663 passengers between Cuttack and Neapoure.	20	123	3,590	Cotton 100 Oilseed 100	Cotton 50 Oilseed 50	Canal closed for repairs from 15th to 31st January 1871.
S.-W. Circle	{	Kendrapara	7	1,392	4.92	728-135	Ditto	...	1,260	254	63,416	63,670	..	47.98	53.33	Local, including 38 passengers Through, including 300 passengers Govt. Stores	92	453	18,073	Rice 150 Wheat 50 Ma. 54	Cotton 200	Escape 182-225.
		Midnapore	8	875	..	..	Midnapore	...	...	..	29,113	29,114	..	48.55	Information not obtainable.	Local, including 742 passengers	419	10,545	4,10,864	Min. 250		Canal closed for completion of earth-work. 3 days irrigating.
	Panchkora	6	240	3.60	3.55	Howrah	...	...	..	873	873	..	48.90	48.90	Govt. Stores	254	3,554	80,508				
		Total for January 1870								Total ..	142,797	23,879										

T. M. KIRKWOOD, C. S.,
Canal Revenue Supdt., Bengal.

**GOVERNMENT OF BENGAL,
PUBLIC WORKS DEPARTMENT,**

Irrigation Branch.

Irrigation Operations of Lower Bengal up to 28th February 1871.

1	2	WATER SUPPLIED DURING FEBRUARY 1870.					APPROXIMATE AREA IRRIGATED DURING 1870-71.				RAIN-FALL.				NAVIGATION RETURNS.					CANE IRRIGATION.			20
Circle.	Canal.	Full supply depth.					District.	Area actually receiving water during month in acres.	Of column B area receiving water for first time during current year.	Total of column B. for all previous months of current year.	Total area irrigated up to date during the current year.	Inches during the month.	Inches up to date during the year.	Average of ten previous years for the same period.	Nature of Traffic.	Number of Boats.	Tonnage.	Approximate value of Goods.	Per column B.	Per column B.	Cane Irrigation.	20	
		3	4	5	6	7																	
Orissa	High Level	8	675	4	174	Cuttack ..	2	22,035	22,065	56	46-54	53-88	Local, inclusive of 231 passengers	47	63	1,101	Cotton	Escape 127 cubic feet per second up to 14th. Canal closed for repairs from 18th February.		
	Taldanda	8	1,300	7-25	135	Ditto ..	400	60	22,100	22,150	56	49-54	53-98	Local, inclusive of 30 passengers	7	49	170	Ditto	....	....	
	Kendrapara	7	1,322	5-00	741	Ditto ..	2,681	682	63,679	68,362	56	43-54	53-33	Local, inclusive of 30 passengers	23	115	26,182	Cotton	....	....	
	Midnapore	8	875	...	...	Midnapore	....	....	29,114	29,114	4	4	2-5	Local, inclusive of 457 passengers	547	3,955	9,17,859	Rice	440 Mts.	....		
S.-W. Circle...	Panchkoora	6	240	3-35	51-75	Howrah	873	873	2-5	2-5	Not available.	Gort. Stores ..	73	453	71,161	Canal closed for completion of earth-work. 6 days irrigating.		
	February 1870.								Total ...	1,53,638													
	Kendrapara	...	....	....	....	Cuttack ..	903	144	6,690	6,824	...	...	...	...	...	...	...	810 Cotton	114	....		
	High Level	...	....	....	....	Ditto ..	10	7	2,898	2,906	...	...	...	...	...	...	...	Cotton	94 Mts.	....		
	Midnapore	...	....	....	....	Midnapore	75	....	12,981	12,981	...	...	...	...	...	...	...	Rice	50	....		
	Panchkoora	Howrah	1,330	1,330	Mooch	25	Increasing appreciation of cold weather irrigation and spread of cotton cultivation.		
									Total ...	94,000													

T. M. KIRKWOOD,

Canal Revenue Superintendent.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Kendraparah Canal during the month of March 1871.

DISTANCE FROM CUTTACK TO TERMINAL LOCK AT TIDE WATER, 42 MILES.

LOCAL TRAFFIC.										TRAFFIC BETWEEN CUTTACK AND SEA BOARD.										ABSTRACT.				
Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Ton mile- age.	Tollage.	Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Ton Mileage.	Tollage.						
			Maunds.	Tons.						Maunds.	Tons.													
2	Black peas (Kalai)	196 0 0	147	...	...	1 4 0	16	Passengers, 21 in No.	.....	5,637	...	...	83 13 8	77	Local	3,940	361	5,638	Ra. As. P. 87 14 1
20	Paddy (Uhan)	2,000 0 0	4,000	...	...	20 0 0	3	Nuts, &c.	9,040	1,938	...	...	28 10 0	507	Through.	1,18,410	3,720	1,43,800	1,463 0 4	
8	Ditto	464 0 0	923	...	...	11 2 8	3	Clothes	8,410	1,922	...	...	28 8 0	...	...	...	...	...	...
1	Rice	215 0 0	215	...	...	1 0 0	102	Paddy	19,557	39,110	...	...	511 8 0	...	...	...	...	...	...
3	Jaggery	855 0 0	171	...	...	0 12 0	6	Rice	1,524	1,524	...	...	20 12 0	...	...	...	...	...	...
4	Passengers, 5 in No	.....	615	...	...	4 14 9	14	Spices	23,685	4,737	...	...	68 10 0	...	...	...	...	...	...
4	Firewood	.....	823	...	...	8 4 0	4	Grain	749	349	...	...	4 14 0	...	...	...	...	...	...
3	Ditto	{ 137 0 0 }	830	...	...	4 2 8	3	Castor seeds	716	2,865	...	...	43 0 0	...	...	...	...	...	...
3	Timber	73 0 0	234	...	...	1 10 0	7	Jingelly seeds	1,536	6,105	...	...	36 2 0	...	...	...	...	...	...
23	Empty	.....	1,550	...	...	8 0 0	19	Jaggery	23,840	4,763	...	...	49 11 4	...	...	...	...	...	...
9	Ditto	.....	648	...	...	6 12 0	25	Bamboos, 3,457 in No.	85	.....	...	...	19 8 0	...	...	...	...	...	...
...	...	...	...	...	...	...	10	Salt	12,325	2,218	...	...	16 10 0	...	...	...	...	...	...
...	...	...	...	...	...	...	8	Cotton	7,325	1,495	...	...	5 12 0	...	...	...	...	...	...
...	...	...	...	...	...	...	1	Hides	5,880	548	...	...	23 0 0	...	...	...	...	...	...
...	...	...	...	...	...	...	190	Empty	.....	19,800	...	...	189 9 4	...	...	...	...	...	...
...	...	...	...	...	...	...	37	Gytee (small piles)	3,000	11,180	...	...	...	...	...	...	...	...	...
77		3,940 0 0	10,116	361	5,638	67 14 1	507		1,18,410	1,04,166	3,720	1,43,800	584			1,22,350	4,081	1,54,438	1,531 14 6					

The tonnage shown is that of the boats and not of the cargo.

REMARKS.

The tonnage shown is that of the boats and not of the cargo.

Note.—Taldunda and 1st Section of the High Level Canal closed for annual repair.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Hidgellee Tidal Canal during the month of April 1871.

LENGTH OF CANAL OPEN, 26 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.						ABSTRACT.				REMARKS.
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Ton Tonnage mileage.	Tollage.		
			Maunder.	Tons.						Maunder.	Tons.									
64	Paddy	10,645	25,910	...	...	Rs As. P.	8	Ghooting	212	Rs.	2,134	...	Rs As. P.	18	Iron works	641	4,841 1/2	49 13 6
17	Rice	5,051	4,540	...	...	25 3 6	3	Sortree	246	2,350	...	20 10 6	276	Local traffic	...	55,342	72,512	927 5 6
16	Tobacco	6,920	4,455	...	...	58 7 3	3	File diving engine	83	30	...	2 15 3	...	...	...	...	...	...
1	Lime	6	30	...	...	0 2 6	1	Iron	100	40	...	0 5 6	...	...	...	...	...	...
2	Vegetable	17	35	...	...	0 4 6	3	Empty	...	...	...	2 1 0	...	...	...	...	...	...
1	Skin	400	75	...	...	0 13 6	...	...	...	...	...	...	...	...	...	...	...	...
...	Bamboos No. 150.	15	...	...	...	0 6 0	...	...	...	...	...	...	...	...	...	...	...	...
6	Pottery	174	2,040	...	...	15 4 0	...	...	...	...	...	...	...	...	...	...	...	...
2	Timber No. 4	45	140	...	...	1 6 0	...	...	...	...	...	...	...	...	...	...	...	...
1	Furniture	100	75	...	...	0 13 6	...	...	...	...	...	...	...	...	...	...	...	...
3	Hatalwood	125	550	...	...	3 7 0	...	...	...	...	...	...	...	...	...	...	...	...
1	Chairs	75	60	...	...	0 9 0	...	...	...	...	...	...	...	...	...	...	...	...
2	Jaggery	380	40	...	...	0 6 0	...	...	...	...	...	...	...	...	...	...	...	...
2	Lute	27	75	...	...	25 12 6	...	...	...	...	...	...	...	...	...	...	...	...
4	Firewood	817	1,725	...	...	2 6 0	...	...	...	...	...	...	...	...	...	...	...	...
1	Corn	1,000	475	...	...	4 8 0	...	...	...	...	...	...	...	...	...	...	...	...
15	Iron	2,400	900	...	...	152 1 6	...	...	...	...	...	...	...	...	...	...	...	...
2	Salt	15,175	10,000	...	...	10 2 6	...	...	...	...	...	...	...	...	...	...	...	...
1	Coal	97	65	...	...	8 1 6	...	...	...	...	...	...	...	...	...	...	...	...
2	Sugar	345	630	...	...	2 4 0	...	...	...	...	...	...	...	...	...	...	...	...
3	Clothes	3,500	450	...	...	21 0 0	...	...	...	...	...	...	...	...	...	...	...	...
2	Cotton	6,000	1,725	...	...	6 11 6	...	...	...	...	...	...	...	...	...	...	...	...
2	Nuts	200	600	...	...	1 8 0	...	...	...	...	...	...	...	...	...	...	...	...
1	Spices	1,600	300	...	...	3 0 9	...	...	...	...	...	...	...	...	...	...	...	...
2	Water	...	555	...	...	0 6 0	...	...	...	...	...	...	...	...	...	...	...	...
1	Plantain	20	75	...	...	5 4 0	...	...	...	...	...	...	...	...	...	...	...	...
7	Passengers No. 20	...	630	...	...	207 7 3	...	...	...	...	...	...	...	...	...	...	...	...
115	Empty	...	20,875	...	...	927 5 6	18	...	641	5,214	1864	4,841 1/2	49 13 6	294	...	55,938	2,975 1/2	77,353 1/2
276		55,342	78,060	2,759	72,512	927 5 6	18							294			2,975 1/2	77,353 1/2	977 3 0	

Note.—Kendrapara, Taldunda, and 1st Section of the High Level Canals in the Orissa Circle closed for annual repairs.

CALCUTTA,
The 20th June 1871.G. A. SEARLE, Lieutenant-Colonel, S. C.,
Offg. Asst. to Chief Engr., and Lt.-Secy., P. W. D., Irrigation Branch, Bengal.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of April 1871.

LENGTH OF CANAL OPEN, 24 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.			
Number of boats.	Nature of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Ton mileage.	Tollage.	REMARKS.					
		Approximate value of cargo.	Maunds.						Tons.	Maunds.									Tons.				
2	Coal	50	300	...	1 8 0	5	Ghooting	313	3,675	...	...	26 5 6	179	Local	54,189	1,219	223 0 5	No. 1 or Odisha Range closed for re- pair of Lock during the month.			
4	Cotton	6,057	1,575	...	11 11 6	10	Khoa	93	2,950	...	...	14 12 0	26	Irrig. works	497	338	57 11 0	The tonnage shown is that of the boats and not of the cargo.			
1	Gum	67	275	...	1 11 6	8	Lime refuse	56	2,100	...	...	10 8 0	...	...	...	...	...	...
2	Hides & horns...	409	301	...	1 14 0	3	Empty boats..	...	750	...	...	6 1 6	...	...	...	...	...	...
2	Jaggery & sugar...	174	400	...	2 5 6	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Mettl	4,430	575	...	3 3 0	...	...	...	...	...	...	...	...	...	...	...	...	...
27	Oil and oilseeds ..	24,033	12,125	...	75 9 6	...	...	...	...	...	...	...	...	...	...	...	...	...
7	Paddy & rice	443	1,100	...	5 10 6	...	...	...	...	...	...	...	...	...	...	...	...	...
12	Pice goods	8 5 5	3,375	...	24 0 0	...	...	...	...	...	...	...	...	...	...	...	...	...
9	Garden produce .	1,039	1,825	...	9 6 6	...	...	...	...	...	...	...	...	...	...	...	...	...
13	Salt	7,050	4,975	...	30 11 6	...	...	...	...	...	...	...	...	...	...	...	...	...
7	Tobacco	1,505	1,475	...	8 10 6	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Bricks	18	625	...	3 4 6	...	...	...	...	...	...	...	...	...	...	...	...	...
45	Empty boats	...	4,925	...	27 6 0	...	...	...	...	...	...	...	...	...	...	...	...	...
44	Passengers, No 168	...	...	...	1 6 0	...	...	...	...	...	...	...	...	...	...	...	...	...
..	Miscellaneous	...	...	...	14 9 11	...	...	...	...	...	...	...	...	...	...	...	...	...
179		54,189	34,150	1,219	223 0 5	26		497	9,475	338	1,689	57 11 0	205		54,686	1,557	280 11 5						

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Hidgelee Tidal Canal during the month of March 1871.

LENGTH OF CANAL OPEN, 26 MILES.

LOCAL TRAFFIC.							ABSTRACT.						REMARKS.
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mileage.	Tollage.	
			Maunds.	Tons.									
		Rs.				Rs. As. P.			Rs.			Rs. As. P.	
6	Tobacco ..	2,600	1,075	5 6 0	56	Local ...	8,705	758 ¹¹ / ₁₆	10,718	107 5 9	Canal closed for repair throughout the month, being navigable for only a short distance-at each end.
1	Salt ..	600	225	...	...	1 2 0	.	...	...	...	...	...
2	Soondree wood ..	280	1,300	...	...	6 8 0	...	...	...	...	...	...
2	Clothes ...	2,000	200	...	...	1 0 0	...	...	...	...	...	...
2	Pottery ...	50	450	...	...	2 5 0	...	...	...	...	...	...
2	Tile bricks ...	350	2,200	...	...	11 0 0	...	...	...	...	...	...
1	Water ...	...	475	...	...	2 6 0	...	...	...	...	...	...
2	Corn ...	800	240	...	...	1 3 3	...	...	...	...	...	...
1	Plantain ...	20	60	...	...	0 4 0	...	...	...	...	...	...
2	Hatalwood ...	40	150	...	...	0 12 0	...	...	...	...	...	...
1	Grass ...	30	200	1 0 0	The tonnage shown is that of the boats and not of the cargo.
0	Coal ...	1,735	8,675	...	...	43 6 0	.	...	...	...	...	...
18	Empty ...	...	5,210	...	...	26 3 9	...	...	...	...	...	...
5	Passengers, No. 35	...	350	...	...	2 2 6	...	...	...	...	...	...
2	Paddy ...	110	425	.	.	2 10 0	
56		8,705	21,235	758 ¹¹ / ₁₆	10,718	107 5 9	56		8,705	758 ¹¹ / ₁₆	10,718	107 5 9	

Meteorological Telegraphic Report for the period 11th to 17th June 1871.

STATIONS	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	June											
	11th	10	29.812	29.630	81.5	80.8	97	S	...	1.00	.....	o
	16	10	29.537	29.555	81.0	81.5	97	S S E	...	0.08	.....	o
	12th	10	29.581	29.599	80.0	83.0	87	S E	...	...	K	o
	16	10	29.409	29.487	83.0	82.0	95	E S E	...	2.18	.....	o
	13th	10	29.547	29.565	84.6	80.3	81	S E	...	0.18	N	o
	16	10	29.459	29.477	82.4	81.1	93	S by W	...	1.20	.....	o
	14th	10	29.523	29.541	85.7	82.5	85	S	...	...	K	o, d
	16	10	29.407	29.425	85.5	81.4	87	S by W	...	0.08	N	o, d
	16th	10	29.505	29.523	85.9	82.0	83	S by W	...	0.05	K	o, d
SAGOR ISLAND.	16	10	29.414	29.432	85.3	81.3	83	S	...	0.03	K	o, d
	16	10	29.486	29.504	86.2	82.5	85	S by W	...	...	K, C	o, d
	16	10	29.379	29.397	80.0	81.3	81	S by W	...	0.25	S	o, d
	17th	10	29.493	29.511	86.0	81.2	70	S by W	...	...	C, CK	o, d
	16	10	29.432	29.450	83.5	80.5	87	S	...	...	...	o, d
	11th	10	29.615	29.631	86	81	91	S S W	10.8*	0.50	N	o, d, m
	16	10	29.547	29.553	87	85	91	S E	3.5*	...	N	o, m
	12th	10	29.503	29.508	84	86	91	S S E	3.4*	0.80	N	o, m
	16	10	29.485	29.471	87	83	83	S S E	6.0*	...	N	o, m
	13th	10	29.540	29.510	86	84	91	S	13.7*	...	N	o, m
CHITTAGONG.	16	10	29.475	29.481	87	83	83	S S W	14.7*	...	N	o, d, m
	14th	10	29.530	29.538	87	82	95	W S W	11.5*	0.50	N	o, d, m
	16	10	29.442	29.438	86	83	87	S	4.5*	0.10	N	o
	15th	10	29.519	29.515	85	83	91	W	4.5*	0.40	N	o, m
	16	10	29.415	29.451	85	81	87	S	2.5*	0.30	N	o, m
	16th	10	29.400	29.406	86	82	83	S S E	8.1*	1.20	N	o, m
	16	10	29.405	29.401	87	83	83	S S E	11.0*	...	N	o, m
	17th	0	29.522	29.518	86	83	87	S S W	17.0*	0.20	N	o, m
	16	10	29.445	29.451	88	82	76	S	20.4*	...	N	o, m
	11th	10	29.613	29.712	86	80	75	S W	5.8*	...	K, KS	o
MADRAS.	16	10	29.587	29.677	87	79	87	S	15.9*	...	K, KS	o
	12th	10	29.590	29.704	87	80	72	S E	6.2*	...	K	o
	16	10	29.477	29.477	81	70	91	W S W	11.4*	0.10	N	o
	13th	10	29.562	29.671	86	81	97	S S E	8.4*	0.60	K, KS	o
	16	10	29.494	29.603	83	71	83	S W	11.3*	...	K, KS	o
	14th	10	29.514	29.671	85	79	75	S S E	8.0*	...	K, KS	o
	16	10	29.410	29.514	85	80	70	S	15.6*	...	K, C	o
	16th	10	29.512	29.651	86	80	75	S	6.5*	...	K	o
	16	10	29.411	29.513	84	80	83	S W	13.7*	0.20	K, KS	o
	16th	10	29.514	29.613	86	81	79	E S F	8.2*	0.20	K, KS	o
CUTTACK.	16	10	29.417	29.526	82	79	87	S E	14.3*	0.10	N	o
	17th	10	29.529	29.639	82	80	91	E S E	8.0*	0.10	KS	o
	16	10	29.462	29.572	80	79	95	W N W	9.1*	1.30	N	o
	10th	10	29.741	29.771	93	75	40	N W by W	16*	...	...	o
	16	10	29.615	29.615	90	78	50	S E by E	12*	...	...	o
	11th	10	29.781	29.713	97	75	42	W S W	13*	...	...	o
	16	10	29.687	29.717	91	76	40	W N W	7*	...	...	o
	12th	10	29.709	29.829	85	76	64	S E	12*	0.11	...	o
	16	10	29.659	29.680	93	75	40	S by W	14*	...	...	o
	13th	10	29.782	29.812	92	75	42	S W	11*	...	...	o
AYRAB.	16	10	29.687	29.707	87	77	61	E by N	11*	...	...	o
	14th	10	29.707	29.707	91	75	40	W S W	13*	0.03	...	o
	16	10	29.633	29.683	89	77	56	S	9*	...	...	o
	16th	10	29.736	29.766	92	74	31	W S W	15*	...	...	o
	16	10	29.610	29.640	98	76	33	N N W	10*	...	...	o
	16th	10	29.783	29.783	92	73	42	S W	15*	0.00	...	o
	16	10	29.528	29.619	98	74	81	W S W	12*	...	...	o
	10th	10	29.505	29.677	89	80	73	S W	3.1*	...	CK, N	o
	16	10	29.489	29.570	90	82	60	N N E	3.6*	...	KS, N	o
	11th	10	29.512	29.594	89	80	66	W	3.0*	...	N	o
AYRAB.	16	10	29.480	29.570	90	79	59	N W	2.5*	...	N, K	o
	12th	10	29.510	29.612	84	78	75	W	3.3*	...	N, KS	o
	16	10	29.410	29.501	80	70	62	W	6.3*	...	N, C	o
	13th	10	29.525	29.617	87	79	64	W S W	4.2*	...	...	o
	16	10	29.412	29.524	86	81	70	S	5.8*	...	N	o
	14th	10	29.517	29.599	85	80	70	W S W	3.8*	...	N	o
	16	10	29.417	29.500	82	79	87	W	6.1*	...	N	o
	15th	10	29.475	29.557	89	80	66	W S W	3.2*	...	KS, N, C	o
	16	10	29.383	29.465	83	80	87	S W	3.7*	...	N	o
	16th	10	29.407	29.510	86	79	72	S W	3.6*	...	N	o
AYRAB.	16	10	29.275	29.357	87	80	72	S W	7.1*	...	C	o
	11th	10	29.768	29.773	83	80	91	S	1	...	N	o
	16	10	29.650	29.695	81	83	95	S	1	...	N, K, C	o
	12th	10	29.603	29.608	84	80	83	S S W	2	...	N	o
	16	10	29.549	29.614	82	79	87	S S W	1	0.40	C, N	o
	13th	10	29.718	29.733	78	76	90	S	1	4.00	N	o
	16	10	29.650	29.695	81	79	91	S S W	1	0.10	N	o
	14th	10	29.686	29.701	79	77	90	N W	1	4.40	N	o
	16	10	29.556	29.571	83	83	87	S	2	...	N	o
	15th	10	29.653	29.688	80	74	91	S W	1	3.10	N	o
AYRAB.	16	10	29.567	29.582	79	78	95	S W	1	0.30	N	o
	10th	10	29.658	29.673	74	76	90	S	1	1.20	N	o
	16	10	29.574	29.580	80	78	91	S	2	0.10	N	o
	17th	10	29.635	29.650	83	81	91	S	1	2.20	N	o
AYRAB.	16	10	29.594	29.600	80	79	95	S W	2	0.80	N	o

* Velocity of wind in miles per hour.

CALCUTTA,
The 17th June 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISION.	Stations.	Rainfall from 29th May to 4th June 1871.	Rainfall from 5th to 11th June 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	0.80	Nil	14.48	11th June 1871.	
	{ Jail ...	1.11	ditto	12.07	ditto.	
	False Point ...	1.70	Not received	15.55	4th June 1871	
	Jajipore ...	2.10	1.00	11.40	11th June 1871	
	Kendraparah ...	1.00	1.30	14.20	ditto.	
	Jugutsingapore ...	0.90	Nil	14.93	ditto.	
	Sumhuipore ...	0.35	Not received	8.23	4th June 1871	Not received 15th to 21st May.
	Balasore ...	1.78	0.63	17.80	11th June 1871.	
	Bhuddiruck ...	1.74	0.68	15.00	ditto.	
CHOTA NAGPORE.	Pooree ...	0.43	Nil	11.07	ditto.	
	Khoordah ...	Not received	Not received	11.29	28th May 1871.	
	Hazareebaugh ...	0.21	1.81	6.09	11th June 1871	
	Birhee ...	1.15	1.39	6.39	ditto.	
	Pachamba ...	2.88	Nil	9.21	ditto.	
	Ranchee ...	Not received	Not received	2.40	30th April 1871.	
	Palamow ...	0.71	0.27	2.41	11th June 1871.	
	Purulia ...	1.84	0.74	10.17	ditto.	
	Chyebassa ...	1.11	2.68	11.39	ditto.	
PATNA.	Patna ...	Nil	Nil	6.19	ditto.	
	Behar ...	1.10	ditto	6.72	ditto.	
	Barh ...	0.25	ditto	3.57	ditto.	
	Dinapore ...	0.02	0.33	4.41	ditto.	
	Gya ...	0.20	0.30	4.94	ditto.	
	Sherghotty ...	Nil	1.82	4.49	ditto.	
	Nowadah ...	ditto	Nil	6.00	ditto	Not received 10th to 16th April.
	Arungabad ...	ditto	0.35	3.85	ditto.	
	Chunnapuram ...	ditto	Not received	6.51	4th June 1871.	
	Bettiah ...	Not received	Nil	Nil	11th June 1871	From 5th June.
	Chuprah ...	0.90	ditto	4.70	ditto.	
	Sewan ...	Not received	Not received	7.70	28th May 1871.	
	Moxufferpore ...	1.50	Nil	5.03	11th June 1871.	
	Durbhangah ...	Nil	0.25	4.68	ditto	Not received 15th to 21st May.
	Seetamarree ...	0.90	0.10	8.01	ditto.	
	Tajpore ...	1.32	Nil	4.13	ditto	Not recorded 6th to 19th Mar.
	Mudhubani ...	0.00	ditto	6.13	ditto	From 1st April.
	Hajipore ...	Nil	ditto	0.58	ditto	From 22nd May.
	Arrau ...	1.33	ditto	5.90	ditto.	
	Buxar ...	0.45	ditto	4.35	ditto.	
	Sasseram ...	Nil	0.40	2.44	ditto.	
BHAUGPUR.	Bhubhooh ...	ditto	2.30	5.57	ditto.	
	Benares ...	ditto	0.15	2.85	ditto.	
	Bhangulpore ...	Not received	Not received	1.97	23rd April 1871	
	Mudheypoorah ...	0.40	Nil	9.29	11th June 1871.	
	Banka ...	0.14	ditto	8.71	ditto.	
	Monghyr ...	0.06	ditto	2.40	ditto	Not received 22nd to 28th May.
	Jamooie ...	0.30	ditto	7.43	ditto.	
	Begowari ...	0.20	0.20	6.31	ditto.	
	Denghur ...	0.05	0.08	12.61	ditto.	
	Jamtara ...	2.00	0.60	12.80	ditto	From 13th Feb.
	Rajmehal ...	Not received	Not received	0.60	21st May 1871	From 12th Feb., and not received 25th March to 7th April.
RAJSHY.	Pakoor ...	Nil	Nil	2.25	11th June 1871	From 21st May.
	Purneah ...	0.96	1.93	9.36	ditto.	
	Rampore Beaulah ...	Not received	5.10	11.74	ditto	Not received 29th May to 4th June.
	Nattore ...	2.22	3.81	16.80	ditto.	
	Bograh ...	0.60	15.74	20.27	ditto.	
	Dinapore ...	0.40	0.41	10.51	ditto.	
	Maldah ...	1.19	1.47	9.82	ditto.	
	Berhampore ...	1.74	0.69	13.18	ditto.	
	Jungipore ...	1.82	1.31	16.25	ditto.	
	Lalbagh ...	2.02	0.38	8.81	ditto	From 16th Jan.
	Jamookandi ...	1.85	0.51	9.96	ditto	From 17th April.
BURDWAN.	Pubna ...	2.88	4.53	22.83	ditto.	
	Coomercolly ...	Not received	Not received	5.02	23rd April 1871.	
	Serajunge ...	3.24	5.60	24.83	11th June 1871.	
	Rungpore ...	Nil	15.90	27.50	ditto.	
	Bhowanigunge ...	ditto	12.90	26.70	ditto	From 22nd Jan.
	Titalya ...	2.24	5.70	18.18	ditto.	
	Burdwan ...	0.37	2.56	14.37	ditto.	
	Cutwa ...	3.29	0.50	14.92	ditto.	
	Culina ...	2.08	5.89	21.44	ditto.	
	Bood-Bood ...	0.74	2.04	12.48	ditto.	
	Bancoorah ...	3.32	2.44	19.08	ditto.	
BURDWAN.	Raneegunge ...	1.13	1.40	11.38	ditto.	
	Sooree ...	1.74	0.67	10.74	ditto.	
	Hooghly ...	2.30	1.90	19.97	ditto.	
	Serampore ...	2.41	6.95	18.28	ditto	From 20th Mar.
	Jehanabad ...	1.73	Not received	10.75	4th June 1871	From 21st April.
	Howrah ...	4.57	8.03	35.14	11th June 1871.	
	Midnapore ...	1.90	0.80	22.79	ditto.	
	Contai { Dy. Collr.'s Office ...	3.33	2.09	21.34	ditto.	
	{ Engr.'s Office ...	2.95	2.73	26.75	ditto.	
	Gurbetta ...	0.81	2.50	15.87	ditto	From 6th Feb.
	Tumlook ...	4.07	0.55	31.18	ditto.	

Divisions.	Stations.	Rainfall from 15th to 31st May 1871.	Rainfall from 22nd to 28th May 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnaghur	2.99	2.46	18.81	11th June 1871.	Not received 15th 21st May.
	Bongong	5.16	4.90	28.49	ditto.	
	Ranghat	1.42	7.62	23.17	ditto.	
	Meherpore	2.33	3.38	15.33	ditto.	
	Choochlangah	5.40	2.60	27.90	ditto.	
	Koochteah	2.06	5.06	24.30	ditto.	From 16th Feb. From 6th Mry. From 3rd April. From 3rd April.
	Jessore	4.66	5.20	28.03	ditto.	
	Khoolnaah	0.00	6.78	23.29	ditto.	
	Janadah	3.75	Not received	15.31	4th June 1871.	
	Nurail	4.06	ditto	18.20	ditto.	
	Magoorah	1.63	ditto	10.26	ditto.	
	Begurhaut	2.00	ditto	14.18	ditto.	
	Saugor Island	3.90	5.10	20.80	11th June 1871.	From 16th Feb. From 6th Mry. From 3rd April. From 3rd April.
	Calcutta	7.63	5.79	35.38	ditto.	
	Alipore { Jail	10.54	8.25	38.63	ditto.	
	{ Hospital... ..	10.54	8.35	38.32	ditto.	
	Barrackpore	7.34	Not received	20.23	4th June 1871.	
	Dum Dum	3.62	ditto	22.02	ditto.	From 5th June.
	Baraset	1.09	ditto	15.17	ditto.	
	Satkerah	1.48	ditto	19.60	ditto.	
	Basseerhaut	2.20	ditto	19.06	ditto.	
	Diamond Harbour	2.42	ditto	31.10	ditto.	
	Barriore	4.40	ditto	27.42	ditto.	From 5th June.
DAKUL.	Dacca { Telegraph Office	2.73	5.29	33.96	11th June 1871.	
	{ Jail	2.40	4.30	33.00	ditto.	
	Burrianul	3.61	7.78	27.87	ditto.	
	Dowlat Khan	1.59	7.75	22.12	ditto.	
	Perosepore	1.85	10.15	29.77	ditto.	
	Madaripore	3.16	4.21	26.24	ditto.	From 5th June.
	Furreeepore	5.40	6.21	33.83	ditto.	
	Goalundo	Not received	8.35	8.35	ditto.	
	Mymensing	8.04	12.40	42.09	ditto.	
	Jamalpore	3.14	Not received	21.10	4th June 1871.	
	Atteah	5.02	ditto	24.82	ditto.	From 5th June.
	Kishoregunge	5.38	26.84	40.00	11th June 1871	
	Sylhet	1.56	5.64	40.18	ditto.	
	Cachar	0.80	1.01	31.38	ditto.	
	Hylakandy	0.28	Not received	36.95	4th June 1871.	
	Koyah	2.17	ditto	41.88	ditto.	From 5th June.
CHITTAGONG.	Chittagong { Telegraph Office	1.20	7.80	28.90	11th June 1871.	
	{ Jail	1.50	17.08	33.96	ditto.	
	Cox' Bazar	1.42	Not received	28.04	4th June 1871.	
	Rangamata Hill	1.36	ditto	24.50	ditto.	
	Noakhally	1.65	12.67	33.78	11th June 1871.	
	Tipperah	0.87	12.40	39.40	ditto.	
	Brahmanbariah	1.29	Not received	30.00	4th June 1871.	From 5th June.
COCKS BIRAR.	Akyab	5.90	15.80	42.10	11th June 1871.	
	Buxa	7.77	0.95	36.43	ditto.	
	Gowalparah	0.70	5.80	30.58	ditto.	
	Dhoooree	1.00	5.96	27.47	11th June 1871.	
	Tura (Garo Hills)	4.46	Not received	27.14	4th June 1871.	
	Darjeeling { Telegraph Office	Not received	ditto	7.16	30th April 1871.	From 30th Jan.
	{ Jail	3.44	3.30	20.00	11th June 1871.	
	Rungbee	Not received	Not received	12.23	3rd April 1871	
	Falacottah	3.22	2.70	17.15	11th June 1871.	
	Julpigooree	5.41	6.02	23.90	ditto.	From 27th Feb.
ARUN.	Boda	0.37	9.55	20.58	ditto.	
	Tesepore	1.53	0.90	23.16	ditto.	
	Nowgong	0.00	0.00	22.28	ditto.	
	Mungledye	0.65	Not received	24.11	4th June 1871	
	Burpettah	0.10	ditto	25.24	ditto.	
	Gowhaty	Nil	ditto	17.88	ditto.	From 27th Feb.
	Seebaugor	2.10	ditto	30.92	ditto.	
	Jorehaut	1.63	ditto	22.16	ditto.	
	Golaghat	0.11	ditto	25.81	ditto.	
	Nazeurah	5.08	ditto	32.54	ditto.	
	Debrooghur	13.92	ditto	34.06	ditto.	From 18th Feb.
	Suddya	1.60	ditto	29.58	ditto.	
	Shillong	3.41	6.23	20.78	11th June 1871.	
	Cherrapoonjee	1.91	28.73	93.61	ditto.	
	Jowai	0.44	Not received	34.85	4th June 1871	
	Samoogoodting	Not received	ditto	12.85	28th May 1871	

Calcutta,
The 17th June 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

**Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,
DURING THE HALF MONTH 16th TO 30th APRIL 1871.**

N.B.—The Barometric data are reduced for temperatures, and not for height above sea level.

STATIONS.		BAROMETER.				THERMOMETER.										HUMIDITY.				RAINFALL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
Height above sea level.	No. of days.	MEAN OF				Mean of max.	Mean daily range.	Mean of min.	MEAN OF				Highest Max.	Absolute range.	Lowest Min.	MEAN OF				In inches.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
		Mean.	4 hours.	10 hours.	16 hours.				22 hours.	Day.	Night.	Day.				Night.	Day.	Night.	Day.		Night.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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CALCUTTA—APRIL 1871.

Mean Barometric pressure of 16 years	29.757	Mean temperature of 16 years	69	Mean rainfall of 16 years	2.13
Ditto ditto of 1871	29.771	Ditto ditto of 1871	80	Actual fall in 1871	5.73
Defect in 1871	0.014	Excess in 1871	11	Excess in 1871	3.59

CALCUTTA,

The 16th June 1871.

HENRY F. BLANKFORD,
Meteorological Reporter to the Govt. of Bengal.

Mean Pressures and Temperatures of the preceding Table reduced to Sea Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressure reduced to sea level.	Mean temperature reduced to sea level.	WIND.	
			Proportional prevalence Max.=100.	Mean direction.
Port Blair	...	...	...	...
Madras	29.809	86.1	90	S 63° E
Vinagapatam	29.784	85.9	92	S 25° W
Akyab	29.824	84.8	50	N 31° W
False Point	29.834	83.2	73	S 44° W
Cuttack	29.779	83.1	63	S 12° W
Saugor Island	29.787	83.6	87	S 6° E
Chittagong	29.839	80.9	21	S 44° W
Calcutta	29.777	82.1	77	S
Jessore	29.783	80.4	37	S 11° E
Dacca	29.790	79.8	48	S 23° E
Cachar	29.797	80.3	46	S 17° E
Hasnreebough	29.604	86.3	23	S 14° W
Berhampore	29.764	83.2	25	S
Gya	...	86.6	23	N 41° E
Patna	29.746	82.0	43	N 44° E
Monghyr	29.720	82.8	53	N 76° E
Darjeeling	29.843	74.5	41	N 80° W
Gowalparah	29.779	76.8	53	S 67° E
Shillong	29.857	74.6	41	S 88° W
Benares	29.754	85.4	29	N 48° E
Roorkee	29.741	84.4	30	N 48° W

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippé's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17, on the preceding page, by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way, by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

HENRY F. BLANFORD,

Meteorological Reporter to the Government of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 8th to 14th June 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			°	Miles.	In.		
June ..	8th	29.508	87.5	80.5	132.0	83.3	80.0	78.7	0.86	W S W. N N W & N E	...	120.3	0.12	...	Overcast, cirri and cirrostrati. Thunder at 2 A.M. and 11½ P.M. Lightning at 2 A.M. and 11 P.M. Rain at 3 A.M.
	9th	520	85.9	77.8	127.6	81.5	80.1	79.1	.03	W by S & S S W	2.0	101.0	4.01	...	Overcast and strati. Brisk wind at 3½ A.M. Thunder from midnight to 7 A.M., and at 7 P.M. Lightning from midnight to 6 A.M., and 7 to 11 P.M. Rain from midnight to 12½ A.M.
	10th	565	90.0	80.5	141.8	83.7	80.1	78.1	.24	S W and S S W	0.8	152.2	0.74	(	Strati. and overcast. Thunder and lightning and rain at 5 and 8 P.M.
	11th	578	83.0	80.2	..	81.4	80.3	79.5	.94	S S E & S by E.	...	102.7	0.34	...	Overcast. Thunder and lightning from 1 to 4 and at 8 A.M. slight rain from 2 to 6 and 10 to 12 A.M. and at 2 P.M.
	12th	511	88.0	70.8	146.3	82.8	81.0	70.7	.91	S E & S S E	...	100.3	2.18	...	Strati. cumuli, and overcast. Lightning at 4 A.M. and 11 P.M. Rain from 12 A.M. to P.M.
	13th	515	84.6	80.0	...	81.7	80.5	79.7	.94	S by W and S	...	107.4	1.38	...	Chiefly overcast. Rain at 1, and from 5 to 7 and 10½ A.M. to 1 P.M., and at 3 P.M.
	14th	498	87.0	81.0	152.3	83.0	81.5	80.0	.89	S and S S W	...	77.4	0.06	...	Strati. cumuli, and overcast. Slight rain at 8 A.M., 1, 4, 6, and 9 P.M.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	12.2
The max. temperature during the past seven days	...	90.0
The max. temperature during the corresponding period of the past year	...	94.8
The mean humidity during the past seven days	...	0.90
The mean humidity during the corresponding period of the past year	...	0.74
		Inches.
The total fall of rain from 8th to 14th	... { by lower rain gauge	8.86
	... { by anemometer gauge	8.29
Ditto,	average of seventeen previous years	3.73
Ditto,	between the 1st January and the 14th June	40.75
Ditto,	ditto ditto, average of seventeen previous years...	16.53

GOPEKNAUTH SEN,

In charge of the Observatory.

The 19th June 1871.

**Abstract of the Results of the Hourly Meteorological Observations
at the Surveyor-General's Office, Calcutta, in the month of
April 1871.**

LATITUDE 22° 33' 1" north, longitude 88° 20' 34" east. Height of the cistern of the standard barometer above the sea-level, 18·11 feet.

MONTHLY RESULTS.

	Inches.
Mean height of the barometer for the month ...	29·772
Max. height of the barometer occurred at 9 A.M. on the 11th ...	29·948
Min. height of the barometer occurred at 7 P.M. on the 14th ...	29·631
Extreme range of the barometer during the month ...	0·317
Mean of the daily max. pressures ...	29·843
Ditto ditto min. ditto ...	29·702
Mean daily range of the barometer during the month ...	0·141
<hr/>	
Mean dry bulb thermometer for the month ...	82·7
Max. temperature occurred at 2 & 3 P.M. on the 12th & 30th ...	94·5
Min. temperature occurred at 2 A.M. on the 17th ...	71·0
Extreme range of the temperature during the month ...	23·5
Mean of the daily max. temperature ...	90·7
Ditto ditto min. ditto ...	76·7
Mean daily range of the temperature during the month ...	14·0
<hr/>	
Mean wet bulb thermometer for the month ...	77·9
Mean dry bulb thermometer above mean wet bulb thermometer ...	4·8
Computed mean dew-point for the month ...	74·5
Mean dry bulb thermometer above computed mean dew-point ...	8·2
<hr/>	
Mean elastic force of vapour for the month ...	0·840
<hr/>	
Mean weight of vapour for the month ...	9·03
Additional weight of vapour required for complete saturation ...	2·69
Mean degree of humidity for the month, complete saturation being unity ...	0·77
<hr/>	
Mean max. solar radiation thermometer for the month ...	143·0
<hr/>	
Rained 14 days,—max. fall of rain during 24 hours ...	1·84
Total amount of rain during the month ...	5·72
Total amount of rain indicated by the gauge* attached to the anemometer during the month ...	4·64
Prevailing direction of the wind ...	S, S by W & S S W

* Height 70 feet 10 inches above ground.

The 22nd May 1871.

GOPEENAUTH SEN,
In charge of the Observatory.

Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 15th to 21st May 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phase.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			lb	Miles.	In.		
May	15th	29.661	90.2	78.0	150.2	83.8	79.2	78.0	0.78	S S W and variable.	1.7	108.8	0.89	...	Clear and cumuli. Rain between 1 and 2 P.M.
	16th	651	94.0	80.6	149.8	80.9	80.5	76.7	.73	S S W, S by W and W S W.	...	40.3	...	...	Clear and cumuli. Lightning at 9 and 10 P.M.
	17th	662	95.0	82.5	149.7	88.0	81.2	77.1	.71	S S W and S by E	0.8	08.3	...	...	Clear and cumuli.
	18th	641	94.7	82.7	152.0	86.4	81.5	78.1	.77	S by K and S W.	1.8	72.7	0.22	...	Clear and cumuli. Thunder at 2½ and 4½ P.M. Rain at 2, 3, and 5 P.M.
	19th	690	93.5	80.6	148.0	86.7	81.4	78.2	.76	S S W	...	113.6	...	○	Clear, cirrocumuli, and strati. Lightning at midnight, and from 7½ to 9 P.M.
	20th	677	85.3	77.0	120.0	80.8	77.6	75.4	.84	S by W and variable.	0.8	177.1	0.27	...	Chiefly overcast. Lightning from 2 to 5 A.M. and at 10 P.M. Thunder at 5, and from 8½ to 10½ A.M. Rain from 5½ to 10 A.M., and at 8 P.M.
	21st	651	92.8	78.0	140.0	83.7	79.5	76.6	.80	S, W and E S E.	2.6	108.3	0.19	...	Cumuli and overcast. Breezy wind between 5 and 6½ P.M. Lightning on S. at 8 P.M. Rain at 3½ and 5½ P.M.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	18.0
The max. temperature during the past seven days	...	95.0
The max. temperature during the corresponding period of the past year	...	98.0
The mean humidity during the past seven days	...	0.77
The mean humidity during the corresponding period of the past year	...	0.69
		Inches.
The total fall of rain from 15th to 21st	... { by lower rain gauge	1.57
	... { by anemometer gauge	1.30
Ditto,	average of seventeen previous years	1.02
Ditto,	between the 1st January and the 21st May	16.38
Ditto,	ditto ditto, average of 17 years	8.37

The 23rd May 1871.

GOPRENAUTH SEN,
In charge of the Observatory.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, JUNE 28, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Specimens of Lead Ore found in the Bhaugulpore District.

From THOMAS OLDHAM, Esq., Superintendent, Geological Survey of India, to the Under-Secretary to the Government of Bengal, Revenue Department,—(No. 101, dated the 22nd May 1871.)

I HAVE the honor to acknowledge the receipt of your letter No. 1826, dated 19th instant, and of the specimens of *lead ore* referred to therein, stated to have been found on a hill by the Collector of Bhaugulpore.

2. The ores sent are galena, the sulphide of lead, the most common and widely distributed of the ores of lead, consisting of about 14 per cent. of sulphur and 86 per cent. of lead. Galena generally contains also an admixture of silver in varying quantities, often to an amount which renders the ore very valuable. The specimens submitted have yielded 52oz. 8dwts. 14grs. of silver to the ton of lead. The galena is coated on either side with a ferruginous gossan, or earthy mixture of metallic and clayey substance. This was also tested for silver, and found to yield 3oz. 18dwts. 9grs. per ton of lead.

3. An ore yielding 52oz. of silver to the ton would be highly valuable if it occurred in any quantity. With improved processes of reduction in England, two ounces in the ton pay for all cost of separation of the silver. The present ore is therefore unusually rich and valuable.

4. It is quite impossible from small hand specimens to form any opinion as to the quantity in which the ore occurs, the facility with which it could be extracted, and the nature of the lode or vein in which it is, and it is just on these that the commercial value of any such deposit of ores will depend.

From V. T. TAYLOR, Esq., Officiating Collector of Bhaugulpore, to the Commissioner of the Bhaugulpore Division,—(No. 277, dated Bhaugulpore, the 5th June 1871.)

I HAVE the honor to acknowledge the receipt of your memorandum No. 179, dated 23rd ultimo, and in reply thereto to report as follows.

2. The enclosed map shows the position of the exact spot whence the lead ore was taken. From it you will see that there are two cart roads to the place from Banka itself, the more

circuitous one being the better and more convenient road. There is also a road to the Simultolah station on the chord line, which station is about 22 miles off or thereabouts, the map being on the scale of one mile to the inch.

3. The land is in the zemindaree (perpetually settled) of Rajah Leelanund Singh, and is situated within pergunnah Sahran, though from the map it would seem to be in Chundun Kattoria; this is accounted for by the fact that Mothabari and sixteen dakhila villages under it form part of pergunnah Sharan, though they are bounded on the east by pergunnah Darasakwara, and on the north, south, and west by villages situated in pergunnah Chundun Kattoria.

4. I have made further enquiries, and now learn that the mine—if *mine* there be—is in an undulating plain at the foot of the hills marked in the map, and that the lead was first discovered five years ago by some Coles who were digging for iron ore; that one Prem Chowdry of Tikona, a mahajun, who saw some of the ore in their possession, sent it to Rajah Leelanund Singh as well as to the then Deputy Magistrate of Banka, Mr. Metcalfe; and that Mr. Metcalfe sent some specimens to Government, but with what results there is no record to show.

5. Rajah Leelanund Singh, it appears, made some further enquiries, and thinking it was *surma* (a preparation put upon the eyes and not lead) abandoned any project he may have entertained of digging further.

6. The ore, however, I am informed, is really valuable, and almost pure galena.

From V. T. TAYLOR, Esq., Officiating Collector of Bhaugulpore, to the Secretary to the Government of Bengal in the Revenue Department,—(No. 159, dated Bhaugulpore, the 12th May 1871.)

I HAVE the honor to forward specimens of lead ore taken from a hill during my last cold weather tour.

2. I have had the ore analyzed, and I am informed that it is “very pure and a very valuable mineral.”

Now that the chord line is opened, I have reason to suppose that the working of this would be successful, and would suggest (if the Government think it worth while) that an officer might be deputed to examine and report on the hill whence the ore was taken.

A gentleman to whom the ore has been shown at once expressed his desire to take steps to work the hill; but before telling him where the ore was found, I consider it my duty to draw the attention of Government to the fact of its existence.

Report on the state of the salt market for the third quarter of 1870-71.

From F. B. PEACOCK, Esq., Officiating Junior Secretary to the Board of Revenue, Lower Provinces, to the Officiating Secretary to the Government of Bengal, Revenue Department,—(No. 120C, dated Fort William, the 17th March 1871.)

I AM directed by the Board of Revenue to submit the following report on the state of the salt market for the third quarter of 1870-71, comprising the months of October, November, and December last.

V. H. SCHALCH, Esq.

2. The quantity of Government salt sold at the Presidency under whole-sale rowannahs, amounted to mds. 2,945, as shewn in the margin, giving a monthly average of mds. 982 against mds. 1,151 in the preceding quarter. The sales, as was the case in the previous eight quarters, were confined to the Hidgellee stocks, shew a decrease of mds. 510 as compared with those in the preceding quarter.

		Mds.
October	1870	...
November	"	...
December	"	...
Total		...

3. The sales of Government salt at Pooree, amounted to mds. 4,630 against mds. 2,260 in the preceding quarter, and mds. 31,363 in the corresponding quarter of 1869-70. The increase, as compared with the sales during the previous quarter of the year, is attributable to the public sale held in Pooree in September last, when the larger portion of the entire stock of Pungah salt was sold to the highest bid above the upset price of Rs. 3-8 per maund. For the remaining portion of the salt the highest bid did not reach the limit fixed by the Board.

4. The quantities of excise salt sold in Cuttack, Balasore, Pooree, and the 24-Pergunnahs, from the stocks of the different seasons, and the quantities which remained in store at the close of the quarter, are shewn in the following statement:—

	CUTTACK.		BALASORE.			POOREE.	24-PERGUNNAHS.
	MANUFACTURE OF		MANUFACTURE OF			MANUFACTURE OF	MANUFACTURE OF
	1867-68.	1869-70.	1867-68.	1868-69.	1869-70.	1869-70.	1869-70.
	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.
Balance at close of last quarter ...	146 10	45,480 32	3,067 15	12,091 21	1,23,539 0	3,17,501 0	15,403 0
Surplus ...	...	...	...	...	...	...	...
Total ...	146 10	45,480 32	3,067 15	12,091 21	1,23,539 0	3,17,501 0	15,403 0
DEDUCT—							
Quantity sold during the quarter ...	...	4,802 0	950 0	1,771 0	19,299 0	28,239 0	5,000 0
Deficiency or wastage ...	146 10	...	302 5	...	60 33½	...	...
Total ...	146 10	4,802 0	1,312 5	1,771 0	19,319 33	28,239 0	5,000 0
Balance at close of quarter ...	...	40,688 32	1,755 10	10,320 21	1,04,189 6½	2,89,262 0	10,403 0

From the above it will be seen that the total clearances of excise salt during the quarter amounted to mds. 60,061 against mds. 92,443-2 in the previous quarter, and mds. 40,173 only in the corresponding quarter of 1869-70. It is satisfactory to note that the sales of excise salt in Pooree, where manufacture under the excise rules only began during the past season, is steadily increasing, as will be seen from the statement given on the margin.

Sales in Oct. 1870 ... Mds. 8,319
 Ditto in Nov. " ... 8,867
 Ditto in Dec. " ... 11,053

5. The subjoined statement shews comparatively the total importations into the port of Calcutta, and the total clearances of sea-imported salt during the quarter, and the corresponding quarter of the two preceding years:—

Description of salt.	3RD QUARTER OF 1868-69.		3RD QUARTER OF 1869-70.		3RD QUARTER OF 1870-71.	
	Imported.	Cleared.	Imported.	Cleared.	Imported.	Cleared.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Liverpool Pungah ...	16,59,086	15,15,083	9,12,585	13,98,412	15,67,319	13,20,022
Foreign Kurkutah ...	2,35,714	1,97,743	3,53,003	2,65,173	4,14,738	3,09,477
Indian Kurkutah ...	1,70,351	1,75,787	1,47,142	1,99,444	2,17,140	1,97,098
Ceylon Kurkutah ...	21,990	18,430	...	3,250	...	20,526
Total ...	20,80,141	19,07,049	14,18,730	18,60,279	21,99,197	18,53,123

6. The following are the details of the Indian Kurkutah salt shewn above:—

From whence imported.	3RD QUARTER OF 1868-69.		3RD QUARTER OF 1869-70.		3RD QUARTER OF 1870-71.	
	Imported.	Cleared.	Imported.	Cleared.	Imported.	Cleared.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Kurrachee ...	...	...	...	...	...	1,749
Bombay ...	1,46,351	1,68,282	1,18,602	1,52,438	1,55,100	1,33,806
Madras ...	24,000	12,505	28,464	46,170	40,200	59,593
Coolong ...	...	...	76	...	...	...
Tuticorin ...	...	...	...	...	21,840	...
Ennore ...	...	...	...	886	...	1,950
Total ...	1,70,351	1,75,787	1,47,142	1,99,444	2,17,140	1,97,098

7. The following table shews the total quantity of sea-imported salt remaining in bond at the close of the quarter as compared with the previous three quarters :—

Where stored.	2nd quarter of 1869-70.	3rd quarter of 1869-70.	4th quarter of 1869-70.	1st quarter of 1870-71.	2nd quarter of 1870-71.	3rd quarter of 1870-71.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Sulkea Government golahs ..	28,82,708	21,74,623	28,09,621	25,47,841	15,64,290	20,87,741
Ditto private golahs ...	.....	.....	21,210	48,400	48,400	48,400
Ghoosery ditto .....	.....	.....	.....	1,52,637	1,42,611	1,37,811
Serhpore ditto ...	.....	.....	.....	74,382	74,282	69,282
Calcutta ditto	17,102	4,572	30,182	10,150	2,251	1,150
Chittagong Government golahs	1,65,562	1,35,604	3,55,444	3,09,877	2,39,739	2,14,496
Total ...	25,55,432	23,14,893	32,16,458	31,43,187	20,61,573	25,38,880

8. The following table exhibits the despatches of salt from Calcutta by water and the three railways *vid* the several salt pass stations into the interior of the country, both east and west of the river Hooghly, during the quarter under review and the corresponding quarter of the two preceding years :—

Period.	<i>Vid</i> Balikhah.	<i>Vid</i> Sankrail.	<i>Vid</i> Gowa-khallee.	<i>Vid</i> Kidderpore.	<i>Vid</i> Balluaghatta.	By the East Indian Railway.	By the East-ern Bengal Railway.	By the Calcutta and S. R. Railway.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Third quarter of 1868-69...	4,00,312	1,03,422	86,790	1,05,233	9,25,830	2,26,353	4,532	70
Ditto 1869-70...	4,55,100	1,15,840	88,051	92,714	8,35,168	3,35,570	12,329	16
Ditto 1870-71...	4,02,903	1,14,993	93,948	91,177	6,70,494	2,51,834	5,547	22

The quantity of salt despatched by the East Indian Railway to stations beyond Buxar, in the quarter under review, amounted to mds. 5,594-10 against mds. 7,041 in the preceding quarter, and mds. 4,292-20 in the corresponding quarter of 1869-70.

9. The shipments of Liverpool salt for the port of Calcutta, according to published market reports, were as follows :—

	October	November	December	Total	Tons.
...	6,378
...	15,788
...	17,328
					<u>39,494</u>

No shipments have been reported for Chittagong.

10. The prevailing market prices per hundred maunds of Liverpool and other descriptions of salt at the close of each fortnight during the quarter under report, as compared with those which obtained at the same periods of last year, are shown in the following statement :—

Description of salt.	Prices on 15th October.		Prices on 31st October.		Prices on 15th November.		Prices on 30th November.		Prices on 15th December.		Prices on 31st December.	
	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.	1869.	1870.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Liverpool Pungah ...	76	60	74	62	71	73	61	73	65	66	54	68
French Kurkutch ...	78	60	78	60	72	59	72	60	69	60	65	66
Jedda ditto ...	78	74	80	70	79	73	78	74	79	73	79	73
Ceylon ditto ...	63	44	62	42	68	40	66	40	66	41	66	41
Scinde ditto ...	63	44	62	40	61	40	60	40	60	40	60	40
Bombay ditto ...	41	47	48	47	48	45	40	41	38	40	42	37
Madras ditto ...	46	46	58	46	57	44	58	41	57	41	58	46

11. The following statement exhibits the total quantities of salt that were available for the private export trade at the several depôts in the Madras Presi-

dency on the first day of each of the three months constituting the present quarter, and the corresponding quarter of the year 1868-69 and 1869-70.

Month.	1868-69	1869-70.	1870-71.
	Mds.	Mds.	Mds.
October	8,53,428	8,03,869	6,76,250
November	9,07,528	7,56,950	6,55,962
December	9,57,168	7,48,780	6,53,962

12. The following statement shews the quantities of sea-imported salt admitted into bond, and cleared from bond at Chittagong, ship-board and during the quarter under review and the corresponding quarter of 1869-70:—

Description of salt.	ADMITTED INTO BOND.		CLEARANCES.	
	1869-70.	1870-71.	1869-70.	1870-71.
	Mds.	Mds.	Mds.	Mds.
Liverpool Pungah	23,888	31,742	43,993	56,274
Foreign ditto ... ..	...	...	...	408
Madras Kurkutch	3,459	...	6,498	4,239
Total ...	27,317	31,742	50,491	60,919

No transactions in sea-imported salt have been reported for the quarter from any of the Orissa ports.

Report on the state of the salt market for the fourth quarter of 1870-71.

From F. B. PEACOCK, Esq., Officiating Junior Secretary to the Board of Revenue, Lower Provinces, to the Officiating Secretary to the Government of Bengal, Revenue Department,—(No. 245C, dated Fort William, the 3rd June 1871.)

I AM directed by the member in charge to submit the following report on the state of the salt market for the fourth quarter of 1870-71, comprising the months of January, February, and March last.

2. The quantity of Government salt sold at the Presidency under whole-sale rowannahs amounted to mds. 2,885, as shown on the margin, giving a monthly average of mds. 962 against mds. 982 in the preceding quarter. Of this quantity mds. 100 represented the balance of the stock of Scinde Kurkutch salt in the Sulkea golahs, and the remainder (mds. 2,785) represented the clearances from the Hidgellee stocks.

3. The sales of Government salt at Pooree amounted to mds. 2,132 against mds. 4,630 in the preceding quarter, and mds. 7,039 in the corresponding quarter of 1869-70. The falling off in the clearances during the quarter under review, may be attributed partly to ordinary fluctuations,—there having been an increase in the clearances during the third quarter as compared with those in the second quarter,—and partly also to the fact that this salt, having now been for some years in store, has somewhat deteriorated, and is consequently not so much sought after as the fresh manufactured excise salt. It is, moreover, entirely Pungah salt, which is not now in so much demand as Kurkutch.

4. The quantities of excise salt sold in Cuttack, Balasore, Pooree, and the 24-Pergunnahs, from the stocks of the different seasons, and the quantities

which remained in store at the close of the quarter, are shown in the following statement :—

	CUTTACK.		BALASORE.				POOREE.	24-PERGUNNAHS.	
	MANUFACTURE OF		MANUFACTURE OF				MANUFACTURE OF	MANUFACTURE OF	
	1866-70.	1870-71.	1867-68.	1868-69	1869-70.	1870-71.	1869-70.	1869-70.	1870-71.
	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.
Balance at close of last quarter ...	40,688 32	....	1,755 10	10,320 21	1,04,189 0½	.....	2,85,692 3	10,403 0	.....
Manufactured during the quarter	... ..	22,373 10	... ..	.....	.....	88,620 30	.....	.....	10,739 10
Total ...	40,688 32	22,373 10	1,755 10	10,320 21	1,04,189 6½	88,620 30	2,85,692 3	10,403 0	10,739 10
Deduct—									
Quantity sold during the quarter	957 0	.....	1,000 0	1,955 0	24,234 0	.....	35,977 0	7,000 0	.....
Wastage	... ..	... ..	... ..	.....	231 29 10	.....	... ..	... ..	.....
Total ...	957 0	..	1,000 0	1,955 0	24,465 20 10	.....	35,977 0	7,000 0	.....
Balance at close of quarter	39,731 32	22,373 10	755 10	8,365 21	79,723 10 10	88,620 30	2,49,715 3	3,403 0	10,739 10

From the above it will be seen that the total clearances of excise salt during the quarter amounted to mds. 71,123 against mds. 60,061 in the previous quarter, and mds. 26,814 in the corresponding quarter of 1869-70. It is satisfactory to notice the general increase in the sales of excise manufactured salt, in Pooree especially, where the manufacture only commenced last year. The sales of last quarter have been as follows :—

	Mds.
2nd half of June 1870, when manufacture begun	9,702
2nd quarter of 1870-71	47,575
3rd ditto	28,239
4th ditto	35,977

The above statement shows that this industry has as yet not been materially, if at all, affected by the importation of Ganjam salt, a result which was anticipated by the manufacturers in a petition recently submitted to the Board by the Commissioner of Orissa, and on which the member in charge reported in my letter No. 226C of 17th ultimo.

5. The subjoined statement shows comparatively the total importations into the port of Calcutta, and the total clearances of sea-imported salt during the quarter, and the corresponding quarter of the two preceding years—

Description of salt.	4TH QUARTER OF 1868-69.		4TH QUARTER OF 1869-70.		4TH QUARTER OF 1870-71.	
	Imported.	Cleared.	Imported.	Cleared.	Imported.	Cleared.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Liverpool Pungah	10,06,400	11,97,954	21,46,752	14,51,460	10,40,175	15,04,401
Foreign Kurkutch	81,410	83,910	97,522	88,376	70,903	1,40,763
Indian Ditto	3,19,176	1,93,569	3,29,711	2,07,842	2,10,700	2,09,592
Ceylon Ditto	.....	2,900	.....	6,448	.....	12,558
Total	23,06,985	14,78,326	25,67,985	17,54,126	13,21,778	18,67,312

6. The following are the details of the Indian Kurkutch salt shewn above:—

From whence imported.	4TH QUARTER OF 1868-69.		4TH QUARTER OF 1869-70.		4TH QUARTER OF 1870-71.	
	Imported.	Cleared.	Imported.	Cleared.	Imported.	Cleared.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Kurrachee	45,189	.....	1,02,084	4,850	....	1,400
Bombay	1,88,568	1,28,468	1,61,888	1,44,460	2,10,700	1,42,618
Madras	28,200	65,086	18,140	53,918	.....	53,004
Ennore ... ..	.....	.....	.....	4,160	.....	12,570
Covelong	57,220	.....	.....	.....	.....	.....
Tuticorin ... ..	.....	.....	43,799	434	.....	.....
Total	3,19,175	1,93,592	3,23,711	2,07,842	2,10,700	2,09,592

7. The following table shews the total quantity of sea-imported salt remaining in bond at the close of the quarter as compared with the previous three quarters:—

Where stored.	1st quarter of 1870-71.	2nd quarter of 1870-71.	3rd quarter of 1870-71.	4th quarter of 1870-71.
	Mds.	Mds.	Mds.	Mds.
Sulkea Government golahs	25,47,811	15,54,290	20,67,741	17,60,769
Ditto private golahs	48,400	48,400	48,400	24,225
Ghoosery ditto	1,52,637	1,42,611	1,37,811	1,30,286
Seebpore ditto	74,282	74,282	60,282	67,076
Calcutta ditto	10,150	2,251	1,150	1,150
Chittagong Government golahs	3,09,877	2,39,730	2,14,498	1,75,081
Total	31,43,187	20,61,573	25,38,880	21,48,587

8. The following table exhibits the despatches of salt from Calcutta by water and the three railways, *via* the several salt pass stations into the interior of the country, both east and west of the river Hooghly, during the quarter under review, and the corresponding quarter of the two preceding years:—

Period.	<i>Via</i> Ballikhal.	<i>Via</i> Sankrail.	<i>Via</i> Gewakhalce.	<i>Via</i> Kidderpore.	<i>Via</i> Balliaghatta.	By the East Indian Railway.	By the East- ern Bengal Railway.	By the Cal- cutta and S. E. Railway.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Fourth quarter of 1868-69 ...	3,52,600	1,15,635	94,710	80,087	9,11,341	2,38,017	5,286	43½
Ditto 1869-70 ...	3,57,470	1,50,421	1,35,511	70,142	10,32,583	3,10,008	6,008	11
Ditto 1870-71 ...	3,94,029	1,48,157	1,19,572	98,823	8,66,880	2,88,966	5,747	14

The quantity of salt despatched by the East Indian Railway to stations beyond Buxar, *i.e.*, to the north-west, in the quarter under review, amounted to mds. 3,950-10 against mds. 5,594-10 in the preceding quarter, and mds. 6,126-30 in the corresponding quarter of the previous year. It may be convenient to explain, with reference to the above table, that salt for places lying north-west and north-east of Calcutta is conveyed *via* Bally, Kidderpore, and Balliaghatta; by the former route principally in the rains, as at other times the river is too shallow to admit of large boats getting up it. In the dry season therefore the usual route taken by salt, either for north-west or north-east districts, is the Soonderbuns *via* Kidderpore or Balliaghatta. Salt for Midnapore and the south-west is conveyed to its destination *via* Sankrail and Gewakhalce. Salt for eastern districts is conveyed either by the Eastern Bengal Railway, or by the Soonderbuns *via* Kidderpore and Balliaghatta; that for districts lying west of Calcutta goes either by the East Indian Railway or by river *via* Bally.

9. The shipments of Liverpool salt for the port of Calcutta, according to published market reports, were as follows:—

			Mds.
January	...	...	21,146
February	...	...	29,572
March	...	...	15,569
Total	...	...	66,287

No shipments have been reported for Chittagong.

10. The prevailing market prices per hundred maunds of Liverpool and other descriptions of salt at the close of each fortnight during the quarter under report, as compared with those which obtained at the same periods of last year, are shewn in the following statement:—

Description of salt.	Prices on 15th January.		Prices on 31st January.		Prices on 14th February.		Prices on 28th February.		Prices on 18th March.		Prices on 31st March.	
	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Liverpool Pungah ...	60	72	62	72	63	69	64	64	64	64	62	60
French Kurkutch ...	70	63	70	63	70	50	66	59	66	58	66	51
Jeddah ditto ...	85	75	85	82	85	84	85	84	85	84	85	84
Ceylon ditto ...	56	48	56	44	56	42	52	43	52	46	52	48
Scinde ditto ...	60	38	60	38	50	38	50	38	50	38	50	35
Bombay ditto ...	42	37	42	34	36	36	42	37	37	35	35	36
Madras ditto ...	58	46	54	45	54	45	54	45	54	48	52	48

11. The following statement exhibits the total quantities of salt that were available for the private export trade at the several depôts in the Madras Presidency on the first day of each of the three months constituting the present quarter and the corresponding quarters of 1868-69 and 1869-70:—

Month.				1868-69.	1869-70.	1870-71.
January ...	...	...	...	9,42,568	7,13,150	6,03,962
February ...	...	...	...	8,25,597	8,13,150	6,03,962
March ...	...	...	...	8,64,210	7,83,150	6,03,962

12. The following statement shews the quantities of sea-imported salt admitted into bond and cleared from bond and ship-board at Chittagong during the quarter under review, and the corresponding quarter of 1869-70. No transactions in sea-imported salt have been reported for the quarter from any of the Orissa ports—

DESCRIPTION OF SALT.				ADMITTED INTO BOND.		CLEARANCES.	
				Fourth quarter of 1869-70.	Fourth quarter of 1870-71.	Fourth quarter of 1869-70.	Fourth quarter of 1870-71.
Liverpool Pungah ...	...	...	...	2,69,508	31,525	67,829	74,865
Madras Kurkutch ...	...	...	...	.....	.....	6,025	4,240
Bremen Pungah ...	...	...	...	.....	.....	.....	832
				2,69,508	31,525	73,854	79,937

Annual Report on Cinchona Cultivation.

From C. B. CLARKE, Esq., M.A., Officiating Superintendent, Botanical Gardens, and in charge of Cinchona Cultivation in Bengal, to the Secretary to the Government of Bengal,—(No. 269, dated Botanical Gardens, Calcutta, the 26th April 1871.)

I beg leave to submit the annual report of the cinchona plantations near Darjeeling for the year ended 31st March 1871, in which is included also the half-yearly report for the six months ended 31st March 1871.

2. The cinchona plantations have lost, by early death, Dr. T. Anderson, who introduced the cultivation into Bengal, and under whose superintendence the present successful growing of cinchona has been brought about. In the opinion of his medical advisers, the unsparing zeal with which Dr. T. Anderson exposed himself personally in the steaming valleys of Sikkim cost him his life.

Dr. T. Anderson commenced the propagation of cinchona plants in Sikkim in 1862, but for several years little progress was made. Sinchul, Lebong, Upper Rungbee, and Rungyroong, were localities successively tried and found successively not well suited to the culture. The young stock was very unhealthy, and Mr. Mann informs me he then had to throw away young plants by thousands. Dr. T. Anderson also received, privately, the opinion of a very high authority, that cinchona could never be profitably grown in Sikkim.

Dr. T. Anderson, undaunted by these discouragements, and by the still more disheartening doubts which some of his best gardeners felt, applied himself steadily to the overcoming, one by one, of the difficulties experienced. And by 1867-68 these difficulties had been so far overcome, that he felt no doubt of economic success in the growth of *C. succirubra* and *C. calisaya*. When Dr. T. Anderson left for England in the spring of 1869, he left his successors merely to pursue in cinchona culture the plans of proceeding which he had brought into successful operation.

An official report is hardly the proper place to enlarge on the private loss sustained by the death of one who died deeply regretted by every one who knew him, but I may express here my opinion of the magnitude of the loss which science and this country have sustained by the death in early prime of a botanist, who simply said that after nine years' continued study of Indian plants, he felt that he might now begin to publish with satisfaction to himself.

3. The year have been unusually wet, the rainfall being about 40 inches in excess of the average amount. The cold weather six months, ended 31st March 1871, have also been unusually moist, and growth, shewn by the measured plants during the cold weather, is unusually large in consequence.

4. No improvement in the plantations of *C. officinalis* took place during the year: the number of plants returned in the table appended is but 440,000, which must be understood to mean that no fresh plants have been planted out since the last report, and that the number of deaths has not been counted. In accordance with the recommendation in paragraph 2 of the report of the cinchona commission, the *C. officinalis* is now being cut down. There is every reason to suppose that Dr. T. Anderson was right in attributing the failure of *C. officinalis* at Rungbee to the too great moisture, for on the drier slopes of Tukvar, north of Darjeeling, the president of the cinchona commission found a small experimental plantation of *C. officinalis* much superior to any part of the Rungbee plantations, and shewing promise of making at least small trees.

5. The number of cinchona plants in permanent plantations was as under:—

	<i>C. Succirubra.</i>	<i>C. Officinalis.</i>	<i>C. Calisaya.</i>
31st March 1870	1,055,100	406,899	4,000
30th September 1870	1,219,715	440,000	24,860
31st March 1871	1,233,715	440,000	33,000
Increase in last six months ...	14,000		8,140

Of *C. succirubra* there are now also 480,000 young plants (mainly seedlings) in the nursery beds. I may explain once more that the nature of the ground at Rungbee does not admit uniform planting. Where the ground admits, the plants are planted 6 feet by 6, and when 1,200 have been put out, this is reckoned an acre of cinchona, a further allowance of 20 per cent. being made for filling up of vacancies. The vacancies are filled up once only, in the year succeeding that of planting.

6. In accordance with instructions received from the supreme Government, it was attempted to raise 500,000 plants in the nursery beds for planting out during the present season, and the jungle has been burnt on sufficient land to hold the 480,000 that have been raised. It has been observed, however, that, as in the case of most other trees, the chief point to secure in planting out young cinchonas is that they shall start well; hence those

parts of the plantations planted early in the season are found generally very superior to the autumn planted portions. It is therefore proposed to plant out as many of the 480,000 young succirubras as can be got out before the end of July, and to reserve the rest in the nursery beds for planting out in the early spring of 1872.

7. The *C. calisaya* is planted now at the same distance apart as *C. succirubra*, viz. 6 feet by 6; the early planting was 5 feet by 5, which was certainly too close. The number of "acres," therefore, of *C. calisaya* will be about 30 in permanent plantation; and this will be increased to about 80 during the present season.

The harvest of *C. calisaya* seed is good, and will suffice for a large extension of *C. calisaya* by seedlings next year.

I have to thank Herr Von Gorkom, director of the Government cinchona plantations of Java, for several valuable consignments of seed of *C. calisaya*, of which nearly every single seed germinated.

The plantation has been able to respond to all applications for seed of *C. succirubra* and of *C. officinalis*, but is likely for another year to have less *C. calisaya* seed than is wanted for its own requirements.

8. The general growth of the plantations of *C. succirubra* and of *C. calisaya* has been good during the year, and their present condition satisfactory. The number of deaths, except of plants during their first season out, which have been planted in swampy places, has been exceedingly small. Cinchonas planted where the water stagnates never grow at all, as Mr. McIvor has observed; and some members of the cinchona commission have suggested that a little more selection in regard to site of plantation might be advantageously employed. The ground for planting is cleared of jungle by burning, and it is very difficult to foresee that cinchona will not grow in any particular spot; for, however wet it may be, provided the water does not hang, cinchona may grow excellently; and on the whole the head gardener inclines to uniform planting, and filling up vacancies but once as has been for some time the practice.

9. The important portion of the plantation is now Rishap, and I have prepared the subjoined table to show the growth of the measured plants there of the two species *C. succirubra* and *C. calisaya*.

RISHAP.—Altitude, 2,000 feet. Planted 29th March 1867.

		Height in inches on 1st April 1870.	Height in inches on 1st October 1870.	Height in inches on 1st April 1871.	Growth for six months end- ing 1st April 1871.	Growth for twelve months ending 1st April 1871.
<i>C. Succirubra</i> , No. 1	..	120	159	179	20	50
Ditto " 2	...	145	172	190	18	45
Ditto " 3	..	129	161	190	29	61
Ditto " 4	..	146	179	206	27	60
Ditto " 5	...	158	166	199	33	41
Ditto " 6	...	158	182	217	35	59
Ditto " 7	..	105	133	154	21	49
Ditto " 8	...	152	176	206	30	54
Ditto " 9	...	135	144	160	16	25
Ditto " 10	...	114	119	128	9	14
					Total	458
<i>C. Calisaya</i> , No. 1	...	136	180	184	4	48
Ditto " 2	...	137	165	181	19	47
Ditto " 3	..	136	164	177	13	41
Ditto " 4	...	126	142	159	17	33
Ditto " 5	...	129	146	158	12	29
Ditto " 6	...	138	162	182	20	44
Ditto " 7	...	138	169	192	23	54
Ditto " 8	...	130	159	174	15	44
Ditto " 9	...	129	156	169	13	40
Ditto " 10	...	138	168	183	15	45
					Total	425

10. This gives an average growth per succirubra tree of 45·8 inches, and per calisaya tree of 42·5 inches, during their fourth year out. Mr McIvor describes the growth of the *C. calisaya* at Rishap as splendid during the first two years, and in some cases during the first three years. But I submit that these figures fully justify the unanimous statement of the gardeners at Rungbee, that the rate of growth during the first two or three years is subsequently maintained, or nearly so.

11. There is a numbered stick at the base of each measured tree, and as the height and continued growth of these trees is a fact which cannot be got over, I shall mention that they were measured by Mr. Kennedy, the gardener at Rishap; that the measurements have been verified by the head gardener in charge; and that further, I measured these trees myself

early in March, and am therefore able to state that the measurements sent down cannot possibly be materially in error.

12. But it has been asserted to me that the sticks at the base of the measured trees have been shifted. If this were so, it would deprive the measurements of all value, unless as to the "exceptional" growth of trees at Rishap, which is not a disputed fact.

I must however be permitted to show in detail that the sticks cannot (except in one instance, viz. *C. calisaya* No. 2) have been shifted since the plants were put out.

13. First, I can state of my own knowledge that the sticks have not been shifted since August 1869, when I first saw the plantation; and secondly, the gardeners on the plantation state positively that no stick has been shifted since Mr. Kennedy (the gardener now in charge at Rishap) came there, upwards of three years ago.

14. The circumstantial evidence that these sticks (except *C. calisaya* No. 2) have never been shifted, is exceedingly strong.

First, as to the ten *C. succirubra* sticks. The first eight sticks are placed regularly against one row of plants near the gardener's bungalow, and the sticks Nos. 9 and 10 are placed opposite two plants in the next adjoining row. It is tolerably clear that the gardener placed the sticks against a good row of plants near his bungalow, convenient for close observation. He selected as good a row as he could find close to the bungalow, but he might have selected a far better row if he troubled to go a few yards down the hill. As to sticks Nos. 9 and 10, they were placed in the next adjoining row, and certainly not against the two best trees. Indeed, No. 10 is about the worst tree in the row, and has (Mr. Kennedy says) always been so; and it was probably selected because it was the tree next the path and easy to get at to measure.

The trees being in rows, no one of the first eight sticks could have been shifted unless all were, which is clearly impossible; and as to sticks Nos. 9 and 10, assuming that they have been shifted, they must have been shifted disadvantageously to the measurement.

There remains in addition to these arguments Mr. Kennedy's very plain remark, that if he was to shift the sticks to one of the best rows of trees, he could show a very different admeasurement, as several trees in four years out have passed twenty-five feet, and very many have passed twenty feet.

15. Next we come to the ten *C. calisaya* plants. In this case one row of eight trees is taken, in which the sticks proceed regularly from one to eight, and sticks Nos. 9 and 10 are placed regularly in the next row. But the stick No. 2 has been evidently removed at some time from the second tree, and now stands at the base of the eleventh tree.

A very slight examination of the second tree shows that early in life it lost its leader, which was doubtless the reason that the stick was shifted; but the tree No. 2 is now about as large as the others. The stick No. 2 was doubtless shifted very shortly after the plants were put out, and if it were put back to plant No. 2, the growth of the *C. calisaya* would stand as nearly as possible the same. The biggest *C. calisaya* trees are in an adjoining row to the measured row.

16. I should add that these measurements show less than the fair growth of the trees, because in order to avoid all cavil about shifting the sticks, or about cutting out the bad trees, and leaving only the successful ones to be measured, the lines of the measured trees have not been thinned, so that the trees stand too thickly to show what the growth is in the plantation after thinning out. The growth in the small patch of plantation thinned out in the cold weather, 1869-70, is certainly greater than that shown by the measured trees.

17. The average growth of the measured plants is a fair index of what the cinchona trees are doing at the level 2,000 feet, and below it; but the growth is steadily less as we ascend the hill, and in several parts of Rishap, at 3,500 feet, is comparatively very small. A considerable portion of the 1868 and 1869 plantations was planted at these higher levels, and will come into bark-bearing much later than the lower level trees. A large area of 1868 planting will not be fit for thinning before Christmas 1872-73, and this will so far diminish the amount of bark which I calculated on from next season's thinning. On the other hand, the Teesta plantations, which were so seriously damaged by fire and deer that they were reported in June 1869, no longer worth report, have recovered wonderfully, and now exhibit patches which some members of the cinchona commission thought the finest in the whole Rungbee plantation. These trees are growing at an elevation of from 450 to 900 feet above the sea, and are covered with lichens. The policy at Rungbee has been for some time to push the *C. succirubra* high up, and reserve the low level ground for *C. calisaya*; but I do not now feel at all sure that this will not have to be altered, and that the low level ground lately handed over to the forest department may not hereafter be asked for again for cinchona. The ground is, however, much less saturated by springs and swamps at the upper levels, and though the growth is slower, the plantation stands more uniformly, less in patches, there than below.

18. With the continued growth of the older trees (*i.e.* those which have entered at least on their fourth year of growth out in the plantation), I feel no apprehension whatever that they may early die out; and as regards the opinion that 100,000 of such trees will die out within the current year, I do not think it necessary to lengthen this report by a particular attempt to refute it by argument, the time being so very short; and if such a calamity be impending, any means of obviating it so impossible. Should it occur, it will be a most startling surprise both to myself and every gardener about the place.

19. A plant appeared sporadically among the *C. succirubra* plantations raised from Ceylon seed, which early attracted the attention of Dr. T. Anderson. In its powerful habit of growth and general appearance it much resembled *C. succirubra*, but yet clearly was not exactly that species. It was supposed to be a hybrid, and became known at Rungbee as the hybrid, to distinguish it from the various other casual hybrids. As the plants of it grew bigger, the head gardener was able to satisfy himself that it was no hybrid. Last year, at Dr. T. Anderson's suggestion, the bark of one tree, two years old, was sent home for analysis to Mr. Howard, whose report was most favorable; the quantities of total alkaloids, and of crystallizable quinine, being both rather higher than in our *C. calisaya* of the same age. As far as can be judged from the dozen specimens of this plant about the plantation, it seems a hardier plant even than *C. succirubra*, and to flourish both higher up and lower down than *C. succirubra* will. I accordingly instructed the head gardener in charge to get up some stock of it, and there are now 1,000 stock plants of this species, so that it will be possible to propagate it and extend its cultivation very rapidly.

20. I received about Christmas two cases of *cinchona pitayensis*, which were sent out by the Secretary of State from England in charge of Dr. Simpson, now civil surgeon of Patna, and which arrived in good condition. It is very difficult to judge of the species of *cinchona* while young; but this, nevertheless, carried such marked characters, that the head gardener became at once convinced that our unknown so-called hybrid was no other than *cinchona pitayensis*.

When Mr. McIvor, however, arrived at the Rungbee plantations in February last, he at once recognized our hybrid as *C. uritasinga*, with which the analysis of the bark well agrees; but shortly after arrived Mr. Broughton, who doubted very much whether the plant could be *C. uritasinga*.

In the absence of flowers and fruit, no botanical determination can be attempted, and the similarity of the leaves of different species of young plants, as above stated, is so close, that the identification of this "hybrid" must still remain a problem to be solved. It is, however, doubtless destined to prove one of the most valuable species at Rungbee.

21. During the cold weather 1870-71 about 12,500lb of dry *succirubra* bark have been obtained from the thinning of the plantations. Of this, 5,000lb of the thickest bark have been sent for sale in the London market, and the remaining 7,500lb have been boiled at Rungbee. Owing to the imperfect working of the screw-press used in the manufacture, more bark could not have been cut unless we had been prepared to sacrifice all the thinner bark, which (being worth only about sixpence per pound) would scarcely pay for transit to England. To take three trees out of four (as was originally proposed), would have given us about 300lb of bark per 1,200 trees, which was the estimate I formerly put forward. As, however, our means of working the bark were limited, only every alternate rank of trees was thinned out, and a considerable area of the 1867 planting was not touched at all. I am not sure that this curtailment of the thinning will be any loss ultimately. In this estimate of 300lb per acre of thinnings at the end of the fourth season out, it must be observed, however, that only 150lb of the best is worth 1s. 9d. per pound in London, the remainder is barely worth working upon the spot. The alteration proposed by the *cinchona* commission is that next year a portion of the prime bark should be worked up with the thinner bark at Rungbee, in order to give the process of manufacture a fair chance of proving remunerative.

22. After visiting the manufactory of *cinchona* bark at the Government Nilghiri plantations, by the orders of the Bengal Government in April 1870, I came to the opinion that Mr. Broughton's method of preparing the alkaloids from red bark was an excellent one, and I was authorized by Government to introduce this process of manufacture experimentally at Rungbee. A sum of Rs. 11,250, for the expense of machinery, was placed at my disposal for the year ended 31st March 1871.

23. The machinery which have got under this sanction consists mainly of the following items:

	Rs.	As.	P.
Boilers, cones, and presses made at the Government dockyard, and charged for merely by a book credit there. Grand total expended up to 31st March 1871	...	5,111	0 0
Further expenditure estimated requisite to complete the machinery now in hand	...	400	0 0
A coffee fractional still, with rectifier, cost (in England)	...	1,043	7 6
Scales and a hot filter, obtained from Messrs. T. E. Thomson and Co.	...	154	10 6
Carriage of machinery, and smaller expenses	...	490	9 6
Total Rs.	...	7,199	11 6

I am glad to believe that the whole of this machinery (except the hot filter) is well adapted for the manufacture in question.

The only serious difficulty in carrying out the work of manufacture has been with the press. A large part of the expenditure at the dockyard, viz. about Rs. 2,000, has been laid out on a hydraulic press, now ready for despatch to Rungbee. The engineer at the dockyard has taken great pains with this press, which was seen in an advanced state by Mr. Broughton, and I am sanguine that it will answer the expectations formed of it.

24. The outlay on house accommodation for the manufacture has been very small, as bamboo sheds are inexpensively raised by the hill men. In the distilling house there is much alcohol and many large fires, and I have lately replaced this shed by a brick building.

25. The stripping of bark can only be carried on advantageously in the autumn and spring, as during the rains the bark produces a much smaller percentage of alkaloid. During the working season, now nearly past, about 7,500lb (dry) of the twig bark has been boiled down, and the first (lime) precipitate formed therefrom. The first sample of alkaloid sent down from Rungbee, made by the two gardeners (Messrs Gammie and Biermann) and myself, was tried experimentally in the Calcutta hospitals, and found by Drs. Brougham and Macnamara excellent, and apparently of equal therapeutic value with the commercial sulphate of quinine. The second sample, of alkaloid manufactured at Rungbee, was also found by analysis to be good. The third sample, sent down to the medical store-keeper, Calcutta, has been discovered to contain 10.5 per cent. of metallic copper, and the cinchona commission recommended that the two gardeners in charge should cease working, and the distillation process has been accordingly stopped for the present. It was not understood to be possible that copper could appear in the resulting alkaloid, except in minute quantity; and even now that this serious accident has occurred, Mr. Broughton states (in the cinchona commission proceedings) that he can hardly conceive how it did occur.

I wish merely to remark here that in my opinion the occurrence of this accident has nothing whatever to do with the merits of Mr. Broughton's process. That process is the only one before us for obtaining the alkaloid economically from red bark, except the suggestion of steeping the bark cold; and I think it extremely improbable that the latter plan will eventually prove successful, since Mr. Broughton has discarded it after giving it what he considers a satisfactory trial.

26. The cost of working 1,000lb of wet bark by Mr. Broughton's process at Rungbee has been reduced to Rs. 25, exclusive of cost of European superintendence. Great credit is due to Messrs. Gammie and Biermann for their ingenuity and perseverance in bringing the cost down so low. Mr. Gammie is particularly successful in executive work in any department to which he puts his hand, and Mr. Biermann is a man of superior education, as well as naturally clear headed. It is considered by the cinchona commission that if the expense of carrying out Mr. Broughton's process of manufacture proves no greater than it has in their hands, no other process can possibly compete with it at Rungbee; and the cinchona commission have accordingly recommended that this process of manufacture be employed next season. It is perhaps hardly necessary to explain that in conducting the work so as to give no copper in the result, a rather less cost is incurred.

27. The lime precipitate may be kept uninjured any length of time, and nearly the whole precipitate from the season's working remains thus now stored at Rungbee. Also none of the proceeds of sale of bark have yet been actually received, partly owing to the death of Dr. T. Anderson, to whose agents the earlier small consignments took place. I did not budget for any receipts from the plantation for the year ended 31st March 1871, but I estimate that nearly Rs. 8,000 worth of bark had been despatched from the plantation by that date.

28. The cinchona budget grant for the year ended 31st March 1871 was Rs. 64,711. The total amount drawn was Rs. 53,716-2-1, exclusive of the book credit of Rs. 5,111 for machinery. Subtracting from this Rs. 53,716-2-1, the sums also actually paid out for machinery, there remains Rs. 51,631-15-2 as the actual current expenditure at Rungbee for the year. There is included in this the cost of the manufacture, in buildings, superintendence, labor, wood, charcoal, &c., and also the cost of cutting and stripping bark, drying, packing, and despatching it. There is also included a very considerable miscellaneous expenditure, as on fibrous plants, in collecting seeds, orchids, and ferns, and packing and despatching them. All these calls on the cinchona plantation, though apparently trifling where labor is cheap, really cost a good deal, as they require the supervision of a European gardener. These considerations must not be overlooked, or the cost of the Government plantations may appear too high as compared with that of private planting.

29. The plantation of the Darjeeling Cinchona Association at Pomong, which adjoins the Government Rungbee plantations, has been considerably extending its operations, and by the end of this spring there may be 1,000 acres of *C. succirubra* on the Pomong plantation. The course taken by the directors of Pomong lends a strong support to the belief that cinchona will prove economically successful in Sikkim within a very limited time.

Meteorological Telegraphic Report for the period 18th to 24th June 1871.

STATIONS	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. = 100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA	June 18th	10	29.580	29.578	85.8	80.4	77	S by W	...	0.01	C	
	18	16	29.582	29.580	80.8	82.5	71	S by W	...	...	K	
	19th	10	29.593	29.611	80.5	81.0	77	W S W	...	...	K	
	16	16	29.487	29.500	80.5	83.0	74	S by W	...	...	K	
	20th	10	29.484	29.502	85.2	82.7	91	W N W	...	...	S	
	16	16	29.395	29.413	88.0	83.0	80	E by S	...	...	S, K	
	21st	10	29.457	29.475	81.8	80.7	83	E by S	...	...	S	Scuds from K by S.
	16	16	29.370	29.388	87.0	82.0	78	S S E	...	0.04	...	o
	22nd	10	29.454	29.473	84.0	80.7	87	S S E	...	0.29	...	o
	16	16	29.340	29.347	83.8	80.0	91	S S E	...	0.55	...	o, d
	23rd	10	29.456	29.473	80.0	81.5	80	E S E	...	0.27	K, S	o
	16	16	29.374	29.392	84.0	81.5	80	E	...	0.35	...	o
SALVOB ISLAND	24th	10	29.525	29.543	82.5	81.0	93	S	...	0.49	...	o
	16	16	29.450	29.468	81.5	81.0	97	S	...	0.50	...	o
	18th	10	29.583	29.589	85	82	87	S W	18.8*	...	N	b
	16	16	29.504	29.510	80	81	80	S S W	18.6*	...	CK	b
	19th	10	29.604	29.610	88	83	80	S	11.5*	...	N	b, m
	16	16	29.513	29.519	89	82	83	S	12.4*	...	N	b, m
	20th	10	29.500	29.512	81	82	91	E N E	0.6*	...	N	o, m
	16	16	29.416	29.422	87	85	91	S E	6.8*	0.10	N	o, m
	21st	10	29.146	29.452	87	83	83	E N E	0.9*	...	N	b, m
	16	16	29.376	29.382	87	82	79	E S E	17.7*	...	N	b, m
	22nd	10	29.407	29.413	80	83	87	E	12.5*	0.20	N	d, o
	16	16	29.322	29.328	80	82	83	E S E	25.2*	0.30	C, N	b, m, u, g
CHITTAGONG	23rd	10	29.435	29.441	88	84	83	E	15.9*	0.40	N	b, m
	16	16	29.350	29.356	86	83	87	S E by E	18.0*	0.10	N	b, m, u
	24th	10	29.515	29.521	85	82	87	S S E	14.3*	0.10	N	o, d, u
	16	16	29.450	29.462	84	82	91	S S W	12.5*	0.10	N	o, m
	18th	10	29.582	29.603	81	79	91	E S E	7.4*	0.80	N	d, g
	16	16	29.194	29.603	84	80	83	W	9.5*	...	KS	b
	19th	10	29.558	29.608	82	79	87	S E	6.3*	0.80	KS	b, v
	16	16	29.417	29.500	82	79	87	S W	13.4*	...	...	b
	20th	10	29.474	29.583	85	80	79	E	3.0*	1.30	CS	b, v
	16	16	29.384	29.403	84	80	83	S	10.1*	0.10	K, KS	b, v
	21st	10	29.473	29.581	85	80	79	E	4.3*	0.10	K, KS	v
	16	16	29.300	29.474	87	82	79	S W	9.4*	...	K, KS	b
MADRAS	22nd	10	29.494	29.603	85	78	71	E S E	4.3*	0.10	KS	b, v
	16	16	29.429	29.534	85	79	75	K S E	12.8*	...	KS	b
	23rd	10	29.519	29.624	87	80	72	E	6.9*	...	K, CK	b
	16	16	29.440	29.548	85	80	79	E S E	11.1*	0.10	K, KS	v
	24th	10	29.550	29.668	87	80	72	E S E	5.4*	...	K, CS	b
	16	16	29.450	29.568	85	80	70	S S E	15.1*	...	KS	b
	17th	10	29.744	29.774	92	74	39	W S W	4.5*	...	N	o, fair
	16	16	29.636	29.666	87	76	58	E S E	15*	...	N	o
	18th	10	29.754	29.784	93	75	40	S W by W	11*	...	N, C	bc
	16	16	29.654	29.684	90	77	64	E S E	13*	...	N	bc
	19th	10	29.774	29.804	91	84	73	W S W	16*	0.01	...	bc
	16	16	29.603	29.683	86	78	68	S E	11*	...	N	bc
CUTTACK.	20th	10	29.740	29.770	93	75	40	S W	15*	...	N	bc
	16	16	29.620	29.650	80	78	82	S S E	9*	0.16	...	bc
	21st	10	29.677	29.707	90	75	47	S W	15*	0.01	...	bc
	16	16	29.551	29.581	93	77	48	N N W	9*	...	N	bc
	22nd	10	29.681	29.711	91	75	44	S W	19*	0.02	...	o
	16	16	29.577	29.607	97	74	30	W by S	12*	...	N	o
	23rd	10	29.702	29.732	91	71	33	S W	17*	...	N	bc
	16	16	29.590	29.620	90	74	27	S W	17*	...	N	o
	17th	10	29.177	29.550	85	76	64	W S W	4.5*	...	N	o, fair
	16	16	29.425	29.507	87	77	61	S W	7.0*	...	N	o
	18th	10	29.545	29.627	89	76	52	W	5.0*	...	N, C	...
	16	16	29.114	29.125	92	78	51	W	9.0*	...	N, C	...
ARYP.	19th	10	29.562	29.643	90	77	53	W S W	3.0*	...	KS	Fair.
	16	16	29.449	29.531	80	80	68	W N W	5.7*	...	N	o
	20th	10	29.462	29.543	90	81	66	W N W	3.5*	...	C, KS	Fair.
	16	16	29.34	29.415	94	83	61	W N W	6.0*	...	N, C	u, t, l
	21st	10	29.367	29.449	87	82	70	N E	4.0*	2.10	N, KS	u, r
	16	16	29.275	29.357	87	80	72	E N E	10.0*	...	N	o, u
	22nd	10	29.407	29.489	87	81	76	N N W	5.5*	0.40	N, KS	Cloudy.
	16	16	29.239	29.312	84	80	87	W	4.0*	...	N	d
	23rd	10	29.355	29.439	81	79	91	W S W	5.5*	0.20	N	u, t, l
	16	16	29.290	29.373	78	77	95	W S W	9.0*	...	N	o, l, t
	24th	10	29.508	29.591	81	77	82	W	6.0*	2.00	N	r, d, o
	16	16	29.417	29.499	80	79	72	S W	4.0*	...	N	o
ARYP.	18th	10	29.703	29.718	80	67	47	N	2	4.00	N	d
	16	16	29.640	29.675	81	79	61	N	2	...	N	...
	19th	10	29.698	29.713	78	76	60	W N W	1	3.30	N	...
	16	16	29.589	29.604	82	79	67	W S W	1	0.10	N	g
	20th	10	29.604	29.619	80	78	61	S S E	1	0.80	N	g
	16	16	29.486	29.501	83	79	63	S	1	...	N	b
	21st	10	29.554	29.569	80	78	61	S E	1	1.10	N, S	b
	16	16	29.199	29.514	82	79	87	S	2	0.10	N	b
	22nd	10	29.604	29.619	80	79	95	S S E	2	0.50	...	u, d
	16	16	29.559	29.574	79	78	95	S	2	0.80	...	r, u
	23rd	10	29.625	29.640	83	80	87	S S E	2	0.20	...	b, u
	16	16	29.584	29.579	84	80	83	S	2	0.10	...	u, g
	24th	10	29.680	29.685	81	79	91	S S E	2	1.20	N	d
	16	16	29.594	29.609	80	78	61	S	1	0.10	N	d

* Velocity of wind in miles per hour.

CALCUTTA,
The 24th June 1871.HENRY F. BLANFORD.
Meteorological Reporter to the Government of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISIONS.	Stations.	Rainfall from 5th to 11th June 1871.	Rainfall from 12th to 18th June 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CHOTA NAGPORE.	CUTTACK.					
	Cuttack { Telegraph Office ...	Nil	Nil	14.48	18th June 1871.	
	False Point ...	ditto	0 17	12.21	ditto.	
	Jajipore ...	1.00	0.50	11.80	ditto.	
	Kendraparah ...	1.30	0.40	14.60	ditto.	
	Jugatsangpore ...	Nil	0.20	15.13	ditto.	
	Sambalpur ...	1.00	3.45	8.28	ditto.	Not received 15th to 21st May.
	Balasore ...	0.63	0.03	18.43	ditto.	
	Bhuddruck ...	0.66	1.60	16.60	ditto.	
	Pooree ...	Nil	0.66	11.91	ditto.	
	Khoordah ...	1.34	0.98	13.84	ditto.	
	Hazareebangh ...	1.81	1.08	7.17	ditto.	
	Burhee ...	1.39	2.32	8.71	ditto.	
	Pachamba ...	Nil	2.03	11.21	ditto.	
	Ranchee ...	Not received	Not received	2.49	30th April 1871.	
	Palamow ...	0.27	10.07	12.18	18th June 1871.	
	Purnia ...	0.74	3.09	13.26	ditto.	
	Chyebassa ...	2.66	2.90	14.29	ditto.	
	PATNA.					
	Patna ...	Nil	0.16	6.35	ditto.	
	Behar ...	ditto	Not received	6.72	11th June 1871.	
	Barh ...	ditto	0.28	3.85	18th June 1871.	
	Dinapore ...	0.33	0.27	4.68	ditto.	
	Gya ...	0.30	1.88	0.82	ditto.	
	Sherghotty ...	1.82	Not received	4.49	11th June 1871	
	Nowadah ...	Nil	ditto	6.00	ditto	Not received 10th to 16th April.
	Arungabad ...	0.35	1.58	5.43	18th June 1871	
	Chunparan ...	Not received	Not received	0.51	4th June 1871.	
	Bettiah ...	Nil	ditto	Nil	11th June 1871	From 6th June.
	Chuprah ...	ditto	0.60	5.30	18th June 1871.	
	Sewan ...	Not received	Nil	8.79	ditto	Not received 5th to 11th June.
	Mozufferpore ...	Nil	0.90	6.83	ditto.	
	Durbhangah ...	0.25	5.97	10.60	ditto	Not received 15th to 21st May.
	Seetamaroe ...	0.10	2.40	11.01	ditto.	
	Tajpore ...	Nil	1.40	5.73	ditto	Not recorded 6th to 19th Mar.
	Mudhubani ...	ditto	2.19	8.12	ditto	From 1st April
	Hajipore ...	ditto	0.03	0.69	ditto	From 22nd May.
	Arrah ...	ditto	0.71	6.61	ditto.	
	Ruxar ...	ditto	1.90	6.25	ditto.	
	Sasseram ...	0.40	0.88	3.30	ditto.	
	Bhubhoosh ...	2.30	1.60	7.17	ditto.	
BHAUGPORE.	Benares ...	0.15	Not received	2.85	11th June 1871.	
	Bhaugulpore ...	Not received	ditto	1.97	23rd April 1871	
	Mudheypoorah ...	Nil	5.12	14.71	18th June 1871.	
	Banka ...	ditto	0.83	0.54	ditto.	
	Monghyr ...	ditto	5.21	8.51	ditto.	
	Jamouee ...	ditto	0.75	8.14	ditto.	
	Begoesari ...	0.20	1.09	7.40	ditto	
	Deoghur ...	0.08	1.07	13.68	ditto.	
	Jaintara ...	0.60	1.50	14.30	ditto	From 13th Feb.
	Rajmehal ...	Not received	Not received	6.00	21st May 1871	From 12th Feb., and not received 25th March to 7th April.
	Pakoor ...	Nil	0.75	3.00	18th June 1871	From 21st May
	Purneah ...	1.93	4.25	13.61	ditto.	
	RAMSHANTE.					
	Ramnore Beaulah ...	5.10	Not received	14.76	11th June 1871.	
BURDWAN.	Nattore ...	3.81	ditto	10.80	ditto.	
	Bograh ...	15.74	0.40	29.07	18th June 1871	
	Dinapore ...	6.41	1.05	20.56	ditto	
	Maldah ...	1.47	3.09	13.81	ditto.	
	Berhampore ...	0.69	4.02	17.20	ditto.	
	Jungipore ...	1.31	1.31	17.60	ditto.	
	Lalbagh ...	0.34	2.73	11.54	ditto	From 16th Jan.
	Jamookandi ...	0.61	3.17	13.13	ditto	From 17th April.
	Pubna ...	4.53	1.75	21.58	ditto.	
	Coomercolly ...	Not received	Not received	5.02	23rd April 1871.	
	Serajgunge ...	5.60	2.08	20.88	18th June 1871.	
	Rungpore ...	15.00	2.60	30.10	ditto.	
	Bhowanungge ...	12.60	3.54	30.24	ditto	From 22nd Jan.
	Titalya ...	5.70	0.47	19.00	ditto.	
	Burdwan ...	2.86	1.71	16.08	ditto.	
	Cntwa ...	0.50	1.51	16.13	ditto.	
	Culina ...	5.89	2.55	23.09	ditto.	
	Rood-Bood ...	2.04	5.08	17.54	ditto.	
	Bancoorah ...	3.44	1.10	20.18	ditto.	
	Raneogunge ...	1.40	1.44	12.80	ditto.	
	Sooree ...	0.07	2.12	12.80	ditto	
	Hooghly ...	1.90	2.00	21.97	ditto.	
	Serampore ...	6.95	1.38	19.64	ditto	From 2nd Mar.
	Johannabad ...	3.73	Not received	14.47	11th June 1871	From 21st April.
	Howrah ...	8.03	3.55	38.69	18th June 1871.	
	Midnapore ...	0.80	1.29	24.08	ditto.	
	Contai { Dy. Collr.'s Office ...	2.09	1.05	22.39	ditto.	
	{ Engr.'s Office ...	2.73	1.10	27.85	ditto.	
	Gurbetta ...	2.50	1.32	17.19	ditto	From 6th Feb.
	Tamlouk ...	0.65	0.30	31.48	ditto.	

DIVISIONS.	Stations.	Rainfall from 6th to 11th June 1871.	Rainfall from 12th to 18th June 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENT.	Kishnaghur ...	2'46	1'80	20'70	18th June 1871.	
	Bongong ...	4'49	2'09	31'18	ditto.	
	Ranaghat ...	7'62	1'65	21'82	ditto.	
	Melhepore ...	3'38	3'03	18'36	ditto.	Not received 15th to 21st May.
	Choodangah ...	2'60	2'95	30'85	ditto.	
	Kooshleah ...	5'08	1'25	35'55	ditto.	
	Jessore ...	5'20	3'15	31'18	ditto.	
	Khoolneah ...	6'78	2'18	25'17	ditto.	From 16th Feb
	Jenidah ...	14'04	2'21	32'49	ditto.	From 6th March.
	Nurail ...	6'15	3'22	26'57	ditto.	From 3rd April.
	Magoorah ...	5'37	0'09	15'72	ditto.	ditto.
	Bagirhaut ...	8'21	1'41	23'80	ditto.	ditto.
	Saugor Island ...	5'10	3'50	33'30	ditto.	
	Calcutta ...	5'79	4'01	40'39	ditto.	
	Alipore { Jail ...	8'25	2'00	41'53	ditto.	
	Alipore { Hospital ...	8'35	2'12	40'14	ditto.	
	Barrackpore ...	12'17	1'36	33'06	ditto.	
	Dum Dum ...	4'78	1'53	28'33	ditto.	
	Baraset ...	5'84	0'67	21'88	ditto.	
	Satkhurah ...	4'84	3'88	28'41	ditto.	
	Basseerhant ...	5'43	4'61	20'00	ditto.	
	Diamond Harbour ...	4'35	0'70	36'21	ditto.	
	Barripore ...	6'42	2'84	36'68	ditto.	
DACCA.	Dacca { Telegraph Office ...	5'29	0'92	34'88	ditto.	
	Dacca { Jail ...	4'30	Not received	33'00	11th June 1871.	
	Burriahul ...	7'78	5'14	33'01	18th June 1871.	
	Dowlat Khan ...	7'75	3'39	25'51	ditto.	
	Perozepore ...	10'15	1'87	31'61	ditto.	
	Madaripore ...	4'21	1'10	27'34	ditto.	
	Farrakpore ...	6'21	2'30	30'13	ditto.	
	Gonundo ...	8'35	1'77	10'12	ditto.	From 5th June.
	Mymensing ...	12'10	2'07	41'16	ditto.	
	Jamalpore ...	8'28	Not received	32'38	11th June 1871.	
	Attenh ...	9'54	3'26	37'62	14th June 1871.	
	Kishoregunge ...	26'81	Not received	40'00	11th June 1871.	
	Sylhet ...	5'64	3'55	52'81	18th June 1871.	
	Cachur ...	1'01	Not received	33'38	11th June 1871.	
CHITTAGONG.	Hylakandy ...	1'89	ditto	38'83	ditto.	
	Koyah ...	1'07	ditto	43'83	ditto.	
	Chittagong { Telegraph Office ...	7'80	3'40	32'30	18th June 1871.	
	Chittagong { Jail ...	17'06	3'67	37'63	ditto.	
	Cox Bazar ...	19'24	Not received	47'28	11th June 1871.	
	Rangamata Hill ...	Not received	ditto	24'50	4th June 1871.	
COCH BEHAR.	Noakhally ...	12'67	4'53	38'31	18th June 1871.	
	Tipperah ...	12'40	2'50	41'80	ditto.	
	Brahmanbariah ...	10'62	0'82	41'44	ditto.	
	Akyab ...	15'80	20'00	63'00	ditto.	
	Buxa ...	0'95	4'65	41'13	ditto.	
	Gowalparah ...	5'00	Not received	39'58	11th June 1871.	Not recorded 27th Feb. to 5th March.
COCH BEHAR.	Dhoolbree ...	5'06	1'40	28'87	18th June 1871.	
	Tura (Garo Hills) ...	6'50	Not received	33'61	11th June 1871.	
	Dargeeling { Telegraph Office ...	Not received	ditto	15'95	11st May 1871.	
	Dargeeling { Jail ...	3'30	1'34	21'04	18th June 1871.	
	Rungbee ...	Not received	Not received	12'26	30th April 1871.	
	Falacottah ...	2'70	ditto	17'15	11th June 1871.	
ASSAM.	Julpigoree ...	6'02	0'80	21'70	18th June 1871.	
	Boda ...	9'55	0'95	21'15	ditto.	
	Tezapore ...	0'00	Not received	28'16	11th June 1871.	
	Nowgong ...	0'00	2'17	24'75	18th June 1871.	
	Mungledyo ...	1'51	Not received	25'62	11th June 1871.	From 30th Jan.
	Burpettah ...	2'20	ditto	27'44	ditto.	
ASSAM.	Gowhaty ...	2'08	5'53	26'39	18th June 1871.	
	Seebanugor ...	0'17	Not received	31'09	11th June 1871.	
	Jorehaut ...	0'53	ditto	22'09	ditto.	From 27th Feb
	Golaghat ...	0'75	ditto	36'56	ditto.	
	Nazacrah ...	0'13	ditto	32'97	ditto.	
	De-brooghur ...	0'07	ditto	34'13	ditto.	
ASSAM.	Suddya ...	Not received	ditto	29'68	4th June 1871.	
	Shillong ...	6'23	ditto	29'70	11th June 1871.	
	Cherrapunjee ...	28'73	19'23	112'54	18th June 1871.	From 18th Feb.
	Jowai ...	9'76	Not received	48'61	11th June 1871.	
	Samooogoodting ...	0'78	ditto	13'03	ditto.	

CALCUTTA,
The 24th June 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 10th June 1871, on 1,279½ miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.			Total Traffic Receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.		
		Rs. As P.	£ s. d.	Mds Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	103,744	1,13,773 4 11	10,439 4 5	513,009 0	3,07,407 0 3	28,184 9 6	38,013 13 11
Or per mile of railway		88 14 9	8 3 0		240 4 10	22 0 7	30 3 7
For previous 22 weeks of half year	2,861,134½	34,10,243 11 11	312,605 13 6	13,885,807 30	83,05,130 2 6	761,301 3 0	1,073,909 16 6
Total for 23 weeks ...	2,405,178½	35,21,017 0 10	323,034 17 11	14,398,876 30	86,12,603 2 9	789,498 12 6	1,112,523 10 6
COMPARISON.							
Total for corresponding week of previous year	99,320	1,18,830 5 6	10,892 15 7	802,201 10	*4,79,723 5 2	45,974 12 9	54,807 8 4
Per mile of railway, corresponding week of previous year ... ..	.....	105 0 4	9 12 7	.....	423 15 6	38 17 3	49 9 10
Total to corresponding date of previous year	2,532,348½	41,18,221 6 9	377,503 12 9	17,287,096 0	96,77,432 12 0	887,067 19 11	1,264,601 12 8

* East Indian Railway proportion of Delhi Railway debts for weeks ended 15th, 22nd, and 29th May 1870, included. Deduct 2 weeks, or Rs. 43,670-3-11, for comparison.

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 10th June 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	4,302	10,527 10 1	985 0 8	70,241 0	18,915 2 6	1,733 17 9	2,698 18 6
Or per mile of railway		47 3 4	1 6 7		84 13 2	7 15 0	12 2 1
For previous 22 weeks of half year	102,236	3,38,105 11 7	30,993 0 10	1,329,327 30	3,81,073 0 0	34,931 13 11	65,924 14 9
Total for 23 weeks ...	106,538	3,48,633 8 8	31,958 1 6	1,399,568 30	3,99,988 3 3	36,665 11 8	68,623 13 2
COMPARISON.							
Total for corresponding week of previous year	4,183	10,847 13 10	994 7 9	55,989 10	15,353 14 11	1,407 8 11	2,401 16 8
Per mile of railway, corresponding week of previous year	.....	48 10 4	4 0 2	.....	69 13 7	6 6 3	10 15 5
Total to corresponding date of previous year	109,007½	3,47,575 0 8	31,961 1 1	977,724 30	3,01,800 6 7	27,605 17 3	59,528 18 4

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 10th June 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	27,305	16,368 0 0	1,500 8 0	127,681 19	31,407 1 5	2,874 19 8	4,970 7 8
Or per mile of railway	174	104 9 5	9 11 9	810 0	200 10 11	14 7 11	57 19 8
For previous 22 weeks of half year	606,906	4,16,738 8 6	38,201 0 9	2,742,177 2½	5,58,512 4 11	51,199 13 10	89,400 14 7
Total for 23 weeks ...	724,301	4,33,106 8 6	39,701 8 9	2,870,189 3	5,89,940 6 4	54,078 13 6	93,780 2 3
COMPARISON.							
Total for corresponding week of previous year	32,769½	18,170 14 6	1,686 4 4	113,721 10	18,996 8 7	1,741 7 0	3,407 11 4
Per mile of railway, corresponding week of previous year	280	160 9 0	11 14 3	1,004 0	167 11 10	15 7 6	30 1 9
Total to corresponding date of previous year	618,126	3,76,800 10 1½	34,548 6 7	2,338,630 11½	4,17,706 8 4	38,280 15 1	72,838 1 8

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 10th June 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	5,163	1,184 14 9	118 9 11	9,880 0	274 2 3	27 8 3	145 18 2
Or per mile of railway	184	42 5 1	4 4 8	353 7	0 12 8	0 19 7	5 4 3
For previous 10 weeks of half-year	59,637½	12,651 5 9	1,265 2 9	116,939 10	3,510 2 9	331 0 3	1,602 3 0
Total for 11 weeks ...	64,799½	13,836 4 6	1,373 12 8	126,828 10	3,584 5 0	358 8 6	1,748 1 2
COMPARISON.							
Total for corresponding week of previous year	5,458	1,012 1 3	101 4 2	15,719 30	402 5 0	40 4 8	150 8 10
Per mile of railway, corresponding week of previous year	195	36 2 4	3 12 4	561 0	17 9 4	1 15 2	5 7 6
Total to corresponding date of previous year	54,642	9,090 6 3	999 0 9	123,860 2	4,462 0 0	448 4 0	1,445 4 9

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for Week ended 17th June 1871, on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.				
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.								
		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.						
Total traffic for the week	93,071	1,09,272	1 2	10,016	12 1	507,008	20	98,18,355	15 3	29,182	12 7	39,199	4 8
Or per mile of railway		85	6 5	7	10 7			248	13 0	23	16 2	30	13 9
For previous 23 weeks of half-year	2,403,178½	35,24,017	0 10	323,684	17 11	14,399,876	30	86,12,603	2 9	789,468	12 6	1,112,523	10 5
Total for 24 weeks	2,558,249½	36,33,289	2 0	333,651	10 0	14,906,785	10	89,30,959	2 0	818,671	5 1	1,151,722	15 1
COMPARISON.													
Total for corresponding week of previous year	105,505½	1,20,045	0 10	11,004	3 3	856,219	20	4,64,072	13 2	42,540	0 2	53,544	8 5
Per mile of railway corresponding week of previous year	.....	100	1 6	9	14 6	..		410	2 3	37	11 11	47	6 5
Total to corresponding date of previous year	2,637,944	42,38,290	13 7	388,807	16 0	18,143,915	20	1,01,41,505	9 2	920,638	0 1	1,318,145	16 1

* Rupees 1,524-11-6 added on account of freight of locomotive coal carried on Jubbulpore line.

EAST INDIAN RAILWAY—JUBBULPORE LINE

Approximate Return of Traffic for Week ended 17th June 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	3,771	9,081 9 6	832 9 7	60,008 30	14,147 2 3	1,200 10 5	2,129 6 0
Or per mile of railway		40 11 7	3 14 8		63 7 1	5 16 4	9 11 0
For previous 23 weeks of half-year	108,538	3,48,633 8 8	31,954 1 6	1,399,568 30	3,99,988 3 3	30,065 11 8	68,623 13 2
Total for 24 weeks	110,309	3,57,715 2 2	32,790 11 1	1,449,577 20	4,14,133 5 6	37,002 8 1	70,752 19 2
COMPARISON.							
Total for corresponding week of previous year	3,722	9,097 2 2	833 18 1	49,296 0	13,104 3 2	1,201 4 4	2,035 2 5
Per mile of railway corresponding week of previous year	.....	40 12 8	3 14 9	..	59 12 3	5 7 9	9 2 6
Total to corresponding date of previous year	112,729½	3,56,672 2 10	32,694 19 2	1,627,010 30	3,14,913 9 9	28,907 1 7	61,562 0 9

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for Week ended 17th June 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	26,766½	15,658 11 6	1,435 7 8	118,907 26	19,981 9 11	1,831 18 0	3,207 0 8
Or per mile of railway	171	100 0 11	9 3 5	700 0	127 10 10	11 14 1	20 17 6
For previous 23 weeks of half-year	724,301	4,33,106 8 6	39,701 8 9	2,870,139 3	5,80,040 6 4	54,078 13 6	93,790 2 3
Total for 24 weeks	751,067½	4,48,765 4 0	41,136 16 5	2,989,040 24	6,09,031 0 3	55,910 6 6	97,047 2 11
COMPARISON.							
Total for corresponding week of previous year	28,750½	15,000 11 5	1,375 12 4	123,588 32	17,652 9 11	1,618 3 1	2,903 16 5
Per mile of railway corresponding week of previous year	254	132 8 1	12 2 11	1,091 0	155 14 0	14 5 9	26 8 4
Total to corresponding date of previous year	646,876½	3,91,897 5 6½	35,938 18 11	2,662,228 34	4,35,359 2 3	39,907 15 2	75,831 17 1

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for Week ended 17th June 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	5,121	1,187 14 0	118 15 9	8,291 0	271 14 3	27 3 9	145 19 6
Or per mile of railway	183	42 6 9	4 4 10	30 0	9 7 10	0 19 6	5 4 4
For previous 11 weeks of half-year	64,799½	13,538 4 6	1,373 12 8	126,328 10	3,584 5 0	358 8 6	1,748 1 2
Total for 12 weeks	69,920½	15,024 2 0	1,492 8 5	134,110 10	3,856 3 3	385 12 3	1,894 0 8
COMPARISON.							
Total for corresponding week of previous year	5,308	971 6 6	97 2 10	13,499 20	474 10 9	47 9 4	144 12 2
Per mile of railway corresponding week of previous year	189	34 11 1	3 9 15	482 0	16 15 3	1 13 11	5 3 4
Total to corresponding date of previous year	59,945	10,961 12 9	1,096 3 7	137,308 22	4,985 10 9	493 13 4	1,599 16 11

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 15th to 21st June 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			H	Miles.	In.		
June ...	15th	29.473	87.0	81.3	137.5	83.5	81.3	79.8	0.89	W S W, S & S by E	...	75.9	0.13	..	Cumuli and overcast. Slight rain at 2 A.M. and from 12 A.M. to 3 P.M.
	16th	437	87.3	81.0	...	84.1	81.2	79.3	.86	S by E, S & S by W	...	171.5	0.25	...	Cirrostrati, cumuli, and strati. Lightning on S. at 11½ P.M. Rain at 7, 12 A.M., and 1 P.M.
	17th	460	87.4	80.8	149.2	83.6	80.6	78.5	.85	S	...	206.5	0.01	...	Strati, cirrocumuli, cumuli, and overcast. Drizzled at 6 A.M., 2½, 4, and 5 P.M.
	18th	528	89.6	80.5	148.5	84.4	80.3	77.4	.80	S by W & S S W	...	165.8	...	●	Overcast, strati, cumuli, and cirrostrati.
	19th	543	90.5	81.8	148.5	85.5	81.6	78.9	.81	S S W & S	...	114.8	...	...	Cirri and cumuli.
	20th	465	89.5	83.0	127.0	85.1	82.0	80.8	.87	S & E S E	...	115.8	...	...	Overcast and clouds of different kinds. Lightning at 4 & 5 A.M. and 11 P.M. Thunder at 8 A.M. Drizzled at 8 & 12 A.M., and 1 and 2½ P.M.
	21st	428	89.7	80.6	143.0	83.7	80.9	78.0	.86	S E & E by S	...	153.2	0.27	...	Cirrostrati, strati, and cumuli. Rain at 12 A.M., 4, 5, & 11 P.M.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	10.0
The max. temperature during the past seven days	...	90.5
The max. temperature during the corresponding period of the past year	...	94.5
The mean humidity during the past seven days	...	0.85
The mean humidity during the corresponding period of the past year	...	0.87
		Inches.
The total fall of rain from 15th to 21st	... { by lower rain gauge	0.66
	... { by anemometer gauge	0.61
Ditto,	average of seventeen previous years	3.52
Ditto,	between the 1st January and the 21st June	41.41
Ditto,	ditto ditto, average of seventeen previous years...	20.05

GOPEKNAUTH SEN,

In charge of the Observatory.

The 26th June 1871.

**Abstract of the Results of the Hourly Meteorological Observations taken
at the Surveyor-General's Office, Calcutta, in the month of
. May 1871.**

LATITUDE 22° 33' 1" north, longitude 88° 20' 34" east. Height of the cistern of the standard barometer above the sea-level, 18·11 feet.

MONTHLY RESULTS.

	Inches.		
Mean height of the barometer for the month	29·678
Max. height of the barometer occurred at 9 A.M. on the 2nd	29·869
Min. height of the barometer occurred at 5 P.M. on the 23rd	29·424
Extreme range of the barometer during the month	0·441
Mean of the daily max. pressures	29·741
Ditto ditto min. ditto	29·603
Mean daily range of the barometer during the month	0·138
<hr/>			
Mean dry bulb thermometer for the month	83·3
Max. temperature occurred at 4 P.M. on the 17th	95·0
Min. temperature occurred at 5 A.M. on the 5th	74·0
Extreme range of the temperature during the month	21·0
Mean of the daily max. temperature	91·2
Ditto ditto min. ditto	77·2
Mean daily range of the temperature during the month	14·0
<hr/>			
Mean wet bulb thermometer for the month	78·7
Mean dry bulb thermometer above mean wet bulb thermometer	4·6
Computed mean dew-point for the month	75·5
Mean dry bulb thermometer above computed mean dew-point	7·8
			Inches.
Mean elastic force of vapour for the month	0·868
			Troy grain.
Mean weight of vapour for the month	9·31
Additional weight of vapour required for complete saturation	2·62
Mean degree of humidity for the month, complete saturation being unity	0·78
Mean max. solar radiation thermometer for the month	144·4
			Inches.
Rained 17 days,—max. fall of rain during 24 hours	2·58
Total amount of rain during the month	11·08
Total amount of rain indicated by the gauge* attached to the anemometer during the month	9·33
Prevailing direction of the wind	S S W

* Height 70 feet 10 inches above ground.

The 24th June 1871.

GOPEENAUTH SEN,
In charge of the Observatory.



EXTRA SUPPLEMENT
TO
The Calcutta Gazette.

FRIDAY, JUNE 30, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

Government of Bengal.

LEGISLATIVE DEPARTMENT.

THE following report of the select committee, with the amended Bill, is, by order of the Lieutenant-Governor, published for general information:—

We, the select committee appointed to consider the Bill "to provide for local rating for the construction and maintenance of roads and other means of communication," have the honor to make the following report:

From officiating Under-Secretary to Government of Bengal, No. 2031, dated 5th June 1871, and enclosures.

From Honorary Secretary, British Indian Association, dated 8th June 1871.

We have received and considered the papers noted in the margin.

We have extended the definition of the word "estate," so as to include land of

which the rent or revenue is paid direct to the collector, or his authorized agent, and land acquired under any rules for the sale, grant, or clearance of waste lands.

We have given the collector the option to value, without issue of notice, estates or tenures paying less than one hundred rupees' revenue or rent respectively, with power to the holders of such estates or tenures to give in a return of valuation, if dissatisfied with the collector's proceedings.

We have provided for the valuation of lands used for the cultivation of tea, coffee, or cinchona, at a fixed rate per acre of cultivated land.

We have altered the method proposed in the original Bill for the recovery of fines, expenses of valuation, and cesses, so that they shall be recoverable not as arrears of revenue, but (1) by attachment and sale of moveable property, (2) by prohibiting the payment of rents until further order, and empowering the collector to recover the rents until satisfaction of the amount due.

We have provided for the transfer to the District Road Fund of all sums collected by Government otherwise than under this Act on account of road cess.

We have made provision for the extension of the powers of branch committees.

We have altered the period for the currency of valuations under Part III. to one year, with a power of extension to five years, on the concurrence of the parties concerned therein.

We have made other alterations of less importance, to which we need not refer in this report.

We recommend that the Bill as now submitted be passed.

V. H. SCHALCH.

S. C. BAYLEY.

C. BERNARD.

ABDOOL LUTEEF.

T. H. WORDIE.

With several reservations.

DIGUMBER MITTER.

With certain reservations.

The 28th June 1871.

A Bill to provide for local rating for the construction and maintenance of roads and other means of communication.

WHEREAS it is expedient to make provision for the construction and maintenance of roads and other means of communication within the territories of the Lieutenant-Governor of Bengal, and for that purpose to authorize the levy of a District Road Cess on immoveable property situated therein, and also to constitute Local Committees for the assessment of the same, and for the management of the proceeds thereof; It is hereby enacted as follows:--

PART I.—PRELIMINARY.

I. This Act may be called "The District Road Cess Act, 1871."

Commencement of Act.

It may extend to all the territories subject to the Lieutenant-Governor of Bengal which are not included within the limits of the town of Calcutta, or of any place or town to which the provisions of the "District Municipal Improvement Act," or the "District Towns Act, 1868," respectively passed by the Lieutenant-Governor of Bengal, shall have been extended.

And it shall commence and take effect in any district or districts situated in the said territories to which the said Lieutenant-Governor shall extend it by any order published in the *Calcutta Gazette*, and thereupon this Act shall commence and take effect in such district or districts on the day which shall be in such order provided for the commencement thereof.

II. The Lieutenant-Governor shall, by an order published in the *Calcutta Gazette*, fix the date from

Power to fix cess year.

which all the cesses leviable under this Act in any district shall take effect therein, and the cess year in such district shall run from that date.

III. In this Act the words in this section mentioned shall have the meanings therein attributed

Interpretation.

to them respectively, except where, from the context, a contrary intention appears:

"House" includes any shop or warehouse or place of business, or factory, or other building or buildings within the same enclosure.

"House."

"Land."

"Land" means land which is cultivated, uncultivated, or covered with water.

"Estate" means—(1). any land or share in land subject to the payment to Government of an annual

"Estate."

sum in respect of which the name of a proprietor is entered on the register known as the general register of all revenue-paying estates, or in respect of which a separate account may, in pursuance of Section X or Section XI of Act XI of 1859, have been opened;

(2). Any land or share in land entered in the register of revenue-free tenures;

(3). any land the revenue or rent of which may be payable directly to the Collector or any person specially appointed by him to collect the same;

(4). any land acquired under any rules issued by or under authority of Government for the sale, grant, or clearance of waste lands.

"Tenure" includes every interest in land, whether rent-paying or not, save an estate as above defined, and

"Tenure."

save the interest of a cultivating ryot.

"Collector."

"Collector" includes any person vested with the powers of a Collector.

"District" means the portion of territory throughout which any person

"District."

vested with the powers

of a Collector is authorised to exercise such powers.

"Immoveable property" includes lands, houses,

and all benefits to arise out of land and things attached to the earth or permanently fastened to anything which is attached to the earth; but does not include crops of any kind.

"Cultivating ryot" means a person cultivating

"Cultivating ryot."

land and paying rent therefor not exceeding one hundred rupees per annum.

"Annual value of land" means the total rent

which is paid, or if no rent is actually paid, would be reasonably expected to be payable during the year by all the cultivating ryots thereof, or by other persons in actual use and occupation thereof.

IV. From and after the commencement of this

All immoveable property to be liable to a road cess.

Act in any district within the said territories subject to the Lieutenant-Governor of

Bengal, all immoveable property situated therein shall be liable to the payment of a District Road Cess, to be applied to the construction and maintenance of roads and other means of communication within the said district, and to be assessed thereto by the District Committee in manner as hereinafter is provided, and such road cess shall be recoverable from the several owners and occupiers of such property in the proportions and in the manner as are hereinafter provided.

PART II.—ROAD CESS ON LAND.

Valuation.

V. Upon the commencement of this Act in any district, the Collector

Proclamation to make return of lands to be issued.

shall cause a proclamation to be issued, requiring every holder of any estate or tenure

of which the average annual Government revenue or rent shall exceed one hundred rupees severally to lodge at the Collector's office within one month a return of all lands comprised in his estate or tenure in the form in Schedule (A) hereto annexed, and containing the particulars in such form set forth. The Collector shall cause such proclamation to be published by affixing a copy thereof in some conspicuous place in the office of such Collector, in every civil court, in every police station, and in the office of every sub-divisional officer within the district.

VI. The Collector shall, so soon as may be after

Notice to return lands. Penalty.

the publication of such proclamation, cause a notice to be served in the form in Schedule (A) for every such estate, and also a notice for every such tenure which may have been named in any return lodged in pursuance of the provisions of this Act, or may have been entered in any register in the Collector's office; and all holders of such estates and of such tenures who shall, without sufficient cause being shown to the satisfaction of the Collector, refuse or omit, for the space

of three months after service of such notice, to

lodge in the office of the Collector such return as hereinbefore mentioned, shall be severally liable to a fine which may extend to fifty Rupees for every day after the expiration of such three months until such return shall be furnished, or until the value of the lands comprised in their respective estates and tenures shall have been ascertained and fixed by the Collector as hereinafter is provided. It shall be lawful for the Collector, upon sufficient grounds for so doing being proved to his satisfaction, from time to time to extend the period for lodging any such return.

VII. From and after the expiry of three months from the service of any such notice, or any extension of such time under the provisions of the section next preceding, every holder of an estate or tenure in respect of which such notice shall have been served, shall be precluded from suing for or recovering any rent in respect of any land or tenure which shall be proved not to have been included in the return lodged by him, or in respect of which no return shall have been lodged as aforesaid or valuation made by the Collector, and from recovering rent for tenures subsequently created or in excess of the sum mentioned in such return without proof of the creation of such tenure or enhancement subsequent to such lodgment.

VIII. Whenever the revenue annually payable in respect of any estate, or the rent annually payable in respect of any tenure, shall not exceed the sum of one hundred Rupees, the Collector may, without issuing any notice for such estate or tenure, determine the annual value thereof to be in a permanently-settled estate three times, and in a temporarily-settled estate twice, the amount of the annual revenue or rent payable therefor; provided that the holder of any such estate or tenure may within one month from the posting of the valuation roll in respect thereof under Section XVII, lodge a return in the form in Schedule A contained in regard to such estate or tenure, and thereupon the annual value thereof shall be fixed at the amount entered in such return subject to the provisions of Sections XII and XIV. Or the Collector may, if he think fit, cause a notice to be served in respect of any such estate or tenure in form in Schedule (A.) contained, and thereupon all the provisions of this Part shall apply in the same way as they would have applied if the annual Government revenue or rent thereof had exceeded one hundred Rupees.

IX. Whenever any lands have been acquired under any rules issued by the Government for the sale, grant, or clearance of waste lands, or are held directly from Government, and are used for the cultivation of tea, coffee, or cinchona, the Collector shall, in lieu of the notice to be served under Section VI, but at the time in the manner and under the penalties therein prescribed, cause a notice to be served calling on the holder of such lands to lodge a return in the form in Schedule (B) hereto annexed, and containing the particulars in such form set forth, and the annual value of such lands shall be fixed at ten Rupees in respect of every acre therein entered as cultivated.

X. Fines under Section VI of this Act, and all costs of recovery thereof, may be levied by an order in writing of the Collector, and such

Fines how to be levied.

order shall have the force of a decree of a civil court in a suit in which Government is the plaintiff and the person liable to pay is the defendant; and such order may be enforced by attachment and sale of moveable property in manner provided by Act VIII of 1859 for the enforcement of decrees for money; and the procedure under the said Act in respect of the following matters, that is to say, sales in execution of decrees, claims to attached property, and execution of decrees out of the jurisdiction of the courts by which they were passed, shall apply to every execution issued for levying the moneys mentioned in such order, save that all the powers and duties conferred and imposed by the said Act upon the court shall be executed by the Collector by whom such order has been made, or to whom a copy thereof has been transmitted for execution according to the provisions of the said Act, Section CCLXXXVI; or the Collector may, if he see fit, after recording his opinion to that effect cause a notice in form contained in Schedule (C), to be served for the estate or tenure for which default has been made, and thereupon every payment of rent save to the Collector or some person by him thereunto appointed made after such service, until further order of the Collector, shall be null and void; and the Collector may recover by any process of law in that behalf for the time being in force, the rent then or thereafter to become due from any occupier or tenure-holder on the said estate or tenure until the amount of such fine or fines with all costs shall be satisfied, whereupon the said notice shall be ordered to be revoked; and the receipt of the Collector in respect of all sums so recovered shall be to the extent of such sums a valid discharge in respect of rent due by such occupier or tenure-holder.

XI. The Collector may, after the expiration of four months from the service of any notice mentioned in Section VI or Section IX ascertain and fix, by such ways and means as to him shall seem expedient, the annual value of the lands mentioned in such notice of which no return required by such notice shall theretofore have been lodged; and all expenses incurred in making such valuation shall be recovered in manner as is provided by Section X for the recovery of fines.

XII. Whenever the Collector may deem that any return required by Section VI or Section IX of lands for which no rent is payable by cultivating ryots to the person making such return is untrue or incorrect, he may, by such ways and means as to him shall seem expedient, ascertain and fix the annual value of such lands; and in case the annual value of such lands so determined by him shall exceed by one-fifth the value stated in such return, the expense of such valuation shall be paid by the person by whom such return shall have been lodged, and may be recovered in manner as is provided by Section X for the recovery of fines, and in all other cases shall be defrayed from the District Road Fund established under this Act.

XIII. It shall be lawful for the Collector, whenever he may think fit, to cause a notice in the form in Schedule (A) to be served on any person holding any lands or possessing any interest therein, although such person may have been mentioned in any return as a cultivating ryot; and thereupon such person shall be bound to make a return in the form in Schedule (A) contained, and the provisions contained in Section VI with regard to fines and extension of time for lodging a return shall be applicable to him. If no return is made, the Collector may proceed to ascertain the annual value of the lands held by such person, and in case it appears that the annual value of the land is greater than the rent which he pays, the expense of such valuation shall be borne by such person and may be recovered in manner as is provided by Section X for recovery of fines, and in all other cases shall be defrayed from the said District Road Fund.

XIV. If the Collector shall see ground for believing that any return made under this Act other than a return mentioned in Section XII is untrue and incorrect, he may prosecute the maker of such return under Section 177 of the Indian Penal Code. And if the Magistrate convict the person so prosecuted under the said section, the Collector may proceed to make a valuation of the lands mentioned in such return by such ways and means as to him shall seem expedient.

XV. For the purpose of making any valuation of lands directed by this Part, the Collector shall exercise the powers vested in Collectors by section 19, clause 1, section 23, clause 1, and section 24, clause 1 of Regulation VII of 1822 of the Bengal Code, except so far as the said clauses authorize any enquiry into rights or interests attaching to such lands.

XVI. The Collector shall cause to be prepared from the returns so furnished to him, and from the valuations made by him under this Part a valuation roll of each estate within his district, and of the tenures therein comprised, noting thereon the amount of revenue annually payable to Government on which the deduction specified in Section XXI, Clause 1 of this Act is to be calculated and shall, on the application of any holder of an estate or tenure or cultivating ryot within his district, cause to be furnished to him a copy of so much of the said roll and of the returns as relate to the lands included within his estate or tenure or ryottee holding, on being paid for the same at such rate as the Lieutenant-Governor of Bengal shall from time to time determine.

XVII. On the completion of every roll prescribed under this Part, the Collector shall cause a copy thereof to be posted up at the mal cutcherry of the estate and of every tenure to which such roll refers and if no mal cutcherry be found, then on some conspicuous place on the said estate and tenure.

XVIII. Every person who shall deem himself to be aggrieved by any valuation to be made by any Collector under the provisions of Section XII may, within one month after the posting up of a copy of such roll as above-

mentioned, appeal to the Commissioner of the division against such valuation, and the decision of such Commissioner shall be final and conclusive.

XIX. Every order for the levy of a fine or of expenses passed by a Collector under this Act shall be appealable to the Commissioner of Revenue within one month from the service of the first process for the levy of such fine or expenses. Pending such appeal, and until the order of the Commissioner which shall be final all process for such levy shall be discontinued.

Assessment and Payment.

XX. From and after the commencement of this Act in any district, all lands in such district shall be liable to the payment of District Road Cess at such rate not exceeding one-half of an anna in the rupee of the annual value of such lands as the District Committee in manner hereinafter provided shall determine.

XXI. (1)—Every holder of an estate shall yearly pay the entire amount of the road cess calculated on the annual value of the lands comprised in such estate, at the rate at which the road cess shall have been assessed as hereinafter provided, less a deduction to be calculated at one-half of the said rate for every rupee of the revenue entered in the valuation roll of such estate as payable in respect thereof.

(2)—Every holder of a tenure shall yearly pay to the holder of the estate or tenure within which the land held by him is included, the entire amount of the road cess calculated on the annual value of the land comprised in his tenure at the rate at which the road cess shall have been assessed as hereinafter provided, less a deduction to be calculated at one-half of the said rate for every rupee of the rent paid by him for such tenure.

(3)—Every cultivating ryot shall pay to the person to whom his rent is payable one-half of the said road cess calculated upon the rent payable by him, or upon the annual value, ascertained under the provisions of section XIII, of the land held by him.

XXII. When the rate of road cess to be levied in any district shall have been determined for any year by the District Committee in manner as hereinafter provided, the Collector shall cause to be served on every holder of an estate within the district a notice showing the amount of road cess payable by such holder, and specifying the date from which such road cess shall take effect. And thereupon the said holder shall pay the amount of such road cess to the said Collector, by equal instalments, on the several days fixed for the payment of the instalments of the Government revenue due in respect of his estate, if revenue be payable thereon; and if no revenue be payable thereon, then upon such days as shall be for that purpose appointed by any order of the Lieutenant-Governor made under the provisions hereinafter contained.

XXIII. If any instalment of such road cess or part thereof payable to the Collector shall not be paid, the person making default shall at any time within three years next after the

same has become payable, be liable to pay the amount of the arrear, and such amount may be levied by an order in writing of the Collector, and the provisions contained in Section X shall apply to such order; or the Collector may, if he see fit, after recording his opinion to that effect, cause a notice in form in Schedule (C) to be served for the estate or tenure for which default has been made, and thereupon every payment of rent save to the Collector or to some person by him thereunto appointed made after such service shall be null and void; and the Collector may recover by any process of law in that behalf for the time being in force the rent then or thereafter to become due from any occupier or tenure-holder on the said estate until the said amount with all costs shall be realized; whereupon the said notice shall be ordered to be revoked; and the receipt of the Collector in respect of all sums so recovered shall be to the extent of such sums a valid discharge in respect of rent due by such occupier or tenure-holder. The claim of the Collector for arrears of road cess due from any estate or tenure for which a notice has been served under this section shall have priority over any other demand or claim or lien subsisting thereupon.

XXIV. The payment for road cess by the holder of a tenure, or by a cultivating ryot, shall be made in the proportion of the kists of rent payable in respect of such tenure or ryottee holding; and if there be no rent payable in respect thereof, then by two equal half-yearly instalments, upon such days as shall be for that purpose appointed by any order of the Lieutenant-Governor made under the provisions hereinafter contained.

XXV. Every holder of an estate or tenure to whom any sum may be payable under the provisions of this Act, may recover the same in the same manner and under the same penalties as if the same were arrears of rent due in respect of the land in respect of which such sums may be payable. And any shareholder in an estate or tenure who may have paid the road cess payable in respect of such estate or tenure, may recover from his co-sharers such sum as may be payable in respect of their shares as arrears of rent; or may take credit for such payments in any adjustment of accounts between himself and his co-sharers.

XXVI. All lands held without payment of rent other than lands mentioned in Section IX, and not being estates entered on the register of revenue-free tenures of the district, shall, for the purposes of this Act, be deemed to form a part of the tenure within the local boundaries of which they may be included, and if they be not included within the local boundary of any tenure, then to be a part of the estate within the local boundaries of which they are included, and if they be not included within the local boundaries of any estate, then to be a part of such conterminous estate as the Collector, in whose district such conterminous estate is situated, shall, by an order under his seal, appoint. And road cess in respect of such lands shall be payable by the holder of the estate or tenure of which they are deemed to form a part, and shall be recover-

able under the provisions of Section XXIII or Section XXV as the case may be. Or such lands may, if the Collector shall see fit, be entered on a separate register to be kept for the purposes of this Act by the Collector, and thereupon road cess shall be payable thereon, and shall be recoverable in respect thereof as if the same were an estate.

XXVII. It shall be lawful for the person to whom any sum shall, under the provisions of the section next preceding, have been directly paid by the holder of any tenures for which no rent is paid, to retain one-fourth thereof as and for his remuneration for costs and risk of collecting the same.

PART III.

ROAD CESS ON MINES, RAILWAYS, &c.

XXVIII. From and after the commencement of this Act in any district, every mine, quarry, tramway, or railway, or other immoveable property not included within the provisions of Part II and Part IV of this Act, situated therein, shall be liable to the payment of road cess at such rate not exceeding one-half anna on every rupee of the annual net profits of such mine, quarry, tramway, or railway, or other property as aforesaid as the District Committee may as hereinafter provided determine to be the rate in the rupee leviable in respect of the annual value of land under Part II.

XXIX. At the time, in the manner, and under the penalties provided by Section VI of this Act, the Collector shall cause a notice to be served upon the owner, chief agent, manager, or occupier of every mine, quarry, tramway, and railway in his district: such notice shall be in the form provided by Schedule D of this Act, and shall require such owner, chief agent, manager, or occupier to send in to the office of the Collector a return of the annual net profits of such property calculated on the average of the annual net profits thereof for the last three years for which accounts were made up. It shall be lawful for the Collector, upon sufficient grounds for so doing being proved to his satisfaction, from time to time to extend the period for lodging any such return.

XXX. Whenever any property assessable under this Part lies in two or more districts under the Lieutenant-Governor of Bengal, the notice to furnish a return under Section XXIX of this Act shall be served on the owner, chief agent, manager, or occupier of such property by or through the Collector of the district where such owner, chief agent, manager, or occupier may reside or have his chief place of business, and one return for the whole of such property shall suffice.

XXXI. Whenever any property assessable under this Part lies partly within and partly outside the territories subject to the Lieutenant-Governor of Bengal, the return sent in under Section XXIX of this Act shall state the total annual net profits calculated as aforesaid accruing from such property, and also the proportion of such profits which may reasonably be calculated to accrue in the territories subject to the Lieutenant-Governor of Bengal.

Remuneration for collecting road cess for certain lands for which no rent is paid.

Maximum rate on railways, &c.

Times of payment from subordinate tenures.

Recovery by holders of estates or tenures.

Payment for certain lands for which no rent is paid.

When property lies in and partly beyond the limits of the Bengal Government.

XXXII. If such return be not furnished within the period of three months or any extension thereof from the date on which such notice was served, or if the

If return not furnished, Collector to make valuation.

Collector shall deem that any return made in pursuance of such notice is untrue or incorrect, the Collector shall proceed to ascertain and determine, by such ways or means as to him shall seem expedient, the annual net profits of such property calculated as aforesaid, and all expenses incurred in making such valuation shall be borne by the person by whom, or the property in respect of which, the default occurred, and shall be recoverable in manner as is provided by Section X for recovery of fines.

XXXIII. So soon as the Collector shall have ascertained and determined the annual net profits as aforesaid of any such property, he shall cause to be served upon the owner, chief agent, manager, or occupier of such property, a notice informing him of the amount of the annual net profits so ascertained and determined by him. Any person who, having made a return under Section XXIX, may deem himself aggrieved by any valuation made by the Collector under the next preceding section may, within one month from the service of such notice, appeal to the Commissioner of the Division, and the decision of the Commissioner on such appeal shall be final.

If return untrue, Collector to make valuation.

XXXIV. If the Collector be unable to ascertain the annual net profits as aforesaid of any property assessable under this Part, he may in such manner as may seem fit to him, ascertain and determine the value of such property, and shall thereupon determine six per centum on such value to be the annual net profits thereon. The expenses incurred under this section shall be borne by the person by whom, or the property in respect of which, the default occurred, and shall be recoverable in manner provided by Section XXXII.

Annual net profits.

XXXV. Whenever any property assessable under this Part lies in two or more districts to which this Act shall have been extended, the Lieutenant-Governor of Bengal shall from time to time determine out of the total annual net profits stated in the return, or in the valuation of such profits accruing in the territories subject to him, and ascertained in any manner as aforesaid, the proportions in which such property shall be assessed in each of the said districts respectively.

Determination of proportion of profits when property in different districts.

XXXVI. When the rate of road cess to be levied in the district upon property assessable under this Part shall have been determined for any year by the District Committee in manner as hereinafter provided, the Collector shall cause to be served on the owner, chief agent, manager, or occupier of every such property a notice showing the amount of road cess payable in respect of such property, and specifying the date from which such cess shall take effect. And such amount shall be payable by such owner, chief agent, manager, or occupier, to the Collector in two equal instalments, the first on the expiry of six months, the second on the expiry of nine months after the date hereinafter provided for the cess to take effect. Every occupier of such property, who shall have paid in excess of half of such amount shall be

Notice of road cess and recovery thereof.

entitled to deduct such excess from the next instalment of rent payable in respect of such property; and every owner who has paid in excess of half of such amount shall be entitled to recover such excess from the occupier thereof; provided that in no case shall an occupier deduct from his annual rent more than half of the rate of the road cess on every rupee thereof. If any instalment of cess which has become payable under this section shall not be paid to the Collector, the amount thereof may thereupon at any time within three years next after the same has become payable, be recovered by sale of moveable property of the person liable to pay the same in any manner as is provided by Act VIII of 1859 in execution of a decree for money.

XXXVII. The total road cess payable in respect of property assessable under this Part, owned by the same person in two or more districts, shall be payable to the Collector of the district where the owner, chief agent, manager, or occupier may reside or have his chief place of business, and shall be by him transmitted to the Collectors of the districts in respect of which such cess shall be payable, in the proportion in which such Collectors shall be severally entitled thereto.

How distributed when property in different districts.

PART IV.—ROAD CESS ON HOUSES.
Mode of assessment and levy thereof.

XXXVIII. From and after the commencement of this Act in any district, all houses within such district, of any of the classes mentioned in Schedule (E) save as hereinafter is provided, shall be liable to the payment of road cess from such date.

Maximum rate.

XXXIX. The said cess shall be payable by the occupiers of the houses respectively liable thereto, according to the rates to be determined by the District Committee in manner as hereinafter provided, not exceeding the rates set forth in Schedule (E) annexed to this Act; provided that every occupier who shall have paid the cess due in respect of the house which he occupies, may deduct one-half of the sum so paid from the next instalment of rent which may become payable by him in respect of the said house.

Rate thereof.

XL. No person by whom any road cess is payable under the provisions of Part II or Part III of this Act, shall be liable to pay road cess in respect of any house occupied by him unless such person shall carry on some trade or profession therein, the profits of which are not derived from the property in respect of which he pays cess under the provisions of the said Parts. And no house occupied exclusively as a place of worship shall be liable to road cess under this Act.

Certain houses exempt.

XLI. The value of the houses liable to such cess shall be determined in places and villages to which the provisions of Act XX of 1856, or of "The Village Chowkedaree Act, 1870," passed by the Lieutenant-Governor of Bengal in Council, shall have been extended, by the punchayats of such places and villages, respectively; and in all other places and villages by assessors to be respectively appointed thereto by the Collector. The Collector shall, as soon as conveniently may be after this

Valuation.

Act has come into force in his district, send written notices to such assessors and punchayets, respectively, requiring them forthwith to determine the value of the said houses. Every punchayet and assessor shall severally prepare and deliver to the Collector within two months of the receipt of such notice a valuation roll, which roll shall be in such form as the Lieutenant-Governor shall prescribe under the provisions of Section XCVII of this Act.

XLII. In case any punchayet or assessor who by the provisions herein-Collector may value before contained, is charged with the duty of making any valuation under this Part, shall fail to prepare and deliver to the Collector such valuation roll within the time aforesaid, the Collector shall appoint some person to make such valuation, and to prepare and deliver to him such roll; and the valuation made by such person shall have the like force and effect as if the same had been made by the punchayet or assessor aforesaid.

XLIII. Every punchayet or assessor, or other person appointed under the provisions of the next preceding section, shall cause the said valuation roll to be published by posting copies thereof, in the language of the district, in some conspicuous position in the place or village to which it relates, and, in the case of any union in some conspicuous position in each village comprised within such union; and shall thereupon forward copy of such roll to the Collector.

XLIV. The Collector may, within two months of the receipt of the said copy, cause the said valuation to be tested by a Superintendent or other person as aforesaid thereto appointed by him. The valuation fixed by the punchayet or assessor shall be final, except in cases where the said Superintendent shall increase the same, and such increased valuation shall be published as in the next preceding section is provided. Any person who may deem himself aggrieved by such increased valuation may appeal within one month of the publication thereof to the Collector, and the order of the Collector thereon shall be final.

XLV. The road cess payable in respect of any house situate in any place or village to which the provisions of either of the Acts mentioned in Section XLI shall have been extended, shall be levied from the occupiers thereof half-yearly in two equal instalments, the first becoming due on the expiry of six, and the second on the expiry of nine months after the date fixed as herein-before provided, from which the cess under this Part shall take effect, by such person and by such ways and means as if the same were a rate or tax payable under the provisions of the Act extended to such place or village; provided that the limitation of six months prescribed in section XLVII of Act XX of 1856, shall in respect to the said road cess on houses, be extended to one year.

XLVI. Every sum in respect of road cess on houses which shall by any person be recovered under the provisions aforesaid, shall be with all convenient speed transmitted by him to the Collector, or to such person as the Collector may appoint to receive the same.

XLVII. In every place other than those to which the provisions of Act XX of 1856, or of "the Village Chowkeedaree Act, 1870," shall have been extended, the road cess which may be payable in respect of any house therein shall be payable to the assessor of such place by the occupier thereof by two equal instalments payable as aforesaid.

XLVIII. Any such instalment, if not paid on or before the tenth day after it has become due and payable, may be levied in the manner prescribed for the levy of an arrear of village chowkeedaree tax in Sections XXV to XXXIII inclusive, of the Village Chowkeedaree Act, 1870, and for the purposes of such levy the said assessor shall exercise the powers of a punchayet under Section XXV and of the collecting member of such punchayet under Section XXVI of the said Act.

PART V.—LOCAL COMMITTEES.

Constitution of District Committees.

XLIX. In and for any district to which this Constitution of district committee. Act shall have been extended, the Lieutenant-Governor shall from time to time appoint, or cause to be elected under such rules in regard to qualification election and discharge as may by him be prescribed, for such period not exceeding two years as to him may seem fit, any number of the road-cess-payers of such district their managers or agents to be members of a district committee for carrying out the purposes of the Act.

L. The Lieutenant-Governor may, from time to time, discharge any one or more of the members of the committee so appointed who shall desire to be discharged, or refuse or become incapable to act, or whom for any cause which he may deem sufficient, he may think it expedient to remove.

LI. In addition to the members appointed or elected as aforesaid, the Lieutenant-Governor shall have power to direct, by any writing signed by him, that all persons holding the offices in such writing specified shall be ex-officio members of the committee for any district in which they exercise the said offices, and in which this Act shall have come into force.

LII. The number of members of a district committee holding salaried offices under the Government shall not be more than one-third of the total number of the said committee.

Their mode of transacting business.

LIII. The Collector of the district shall be the chairman of the district committee, and the vice-chairman shall be elected by the said committee.

LIV. The committee shall have an office within the district in and for which they shall have been appointed, where they shall meet for the transaction of business at least once in every quarter of a year.

LV. The chairman or, in his absence, the vice-chairman shall preside at every meeting of the committee. In the absence of both the chairman or vice-chairman the members present shall elect a president for the occasion.

LVI. The chairman or in his absence vice-chairman may, whenever he thinks fit, and shall, upon a requisition made in writing and signed by not less than one-third of the members, convene a meeting.

LVII. At least ten days' notice shall be given of every meeting. Every notice shall state the business to be transacted at the meeting proposed to be called; and no business other than that so stated shall be transacted at such meeting.

LVIII. The quorum necessary for the transaction of business at a meeting shall be one-third of the total number of members forming the committee at the time of the meeting.

LIX. If at the time appointed for the meeting, or such time not exceeding one hour thereafter, as the majority of the members present shall think fit, a quorum is not present, the meeting shall stand adjourned till some future day, to be appointed by the chairman or vice-chairman of the committee, and ten days' notice of such adjourned meeting shall be given. The members present at such adjourned meeting shall form a quorum, whatever their number may be.

LX. All questions which may come before the committee at any meeting shall be decided by a majority of votes of the members present. Every member shall have one vote. In case of equality of votes, the president shall have a casting vote.

LXI. The minutes of the proceedings of every meeting shall be recorded in a book to be kept for that purpose in the office of the committee, and any person resident in, or owning land in the district may at all reasonable times inspect and examine such book without payment of any fee, and may obtain a certified copy of any extract therefrom on payment of such fees as the Lieutenant-Governor may direct.

LXII. All correspondence between the committee and the local Government shall pass through the Commissioner of the Division. who in all things under this Act shall be subject to the control and supervision of the Lieutenant-Governor. The committee shall furnish him with any information he may call for connected with the duties imposed upon them by this Act.

Their Functions.

LXIII. The first meeting of a district committee shall be convened by the chairman at such time as he shall think fit, and shall proceed to the election of a vice-chairman.

LXIV. The committee at a subsequent meeting, to be convened by the chairman at such time as he shall think fit, may appoint, on the nomination of the chairman, and may suspend or dismiss as they may think fit, such officers, engineers, clerks, and servants, as may seem to them to be necessary for carrying out the purposes of this Act, and may pay to such officers, engineers, clerks, and servants, such salaries and allowances as they may from time to time determine.

Provided that the aggregate salaries and allowances of such officers, engineers, clerks and servants for any one year shall not, except with the sanction of the Commissioner of the Division, exceed one-fourth of the entire proceeds of the road cesses at their disposal for the said year.

LXV. No member, officer, or servant of any committee shall be in any wise concerned or interested in any contract or work made with or executed for such committee; and if any such member, officer, or servant, be so concerned or interested, he shall be incapable of afterwards continuing to be a member of such committee, or holding or continuing in any office or employment under such committee, and shall be liable on conviction thereof to a fine of five hundred Rupees. Provided that nothing in this section shall apply to any person by reason only of his being a shareholder in any company incorporated by Act of Parliament or by Royal Charter or otherwise, or registered under any Act for the registration of Joint-Stock Companies, passed by the Parliament of the United Kingdom, or by any Indian Legislature, which may enter into any contract with such committee, or execute any work for such committee, if such person shall, at or before the time of any such contract being made or tendered for, declare to such committee the extent of his interest in such company, and if an officer or servant of the committee obtain the sanction of such committee to his continuing to be an officer or servant.

LXVI. The vice-chairman, within three months after his election, shall cause to be prepared a general statement of the roads, bridges, rivers, khals, and canals other than those constructed for purposes of irrigation, to be brought within the operation of this Act within the three years then next ensuing, and other than those on which tolls are collected, the proceeds of which are not paid to the district committee, and the committee shall, at some meeting to be held within one month after the submission of such statement, or at any adjourned meeting, take such statement into consideration, and may pass any statement relating thereto which they may think fit.

LXVII. The committee shall thereupon forward the statement which shall be so passed to the Commissioner of Revenue of the division.

LXVIII. The vice-chairman may in any subsequent year cause to be prepared a supplemental statement of the kind mentioned in Section LXVI, and every such supplemental statement shall be subject to the provisions of the two sections next preceding with respect to the statement therein mentioned.

LXIX. The Collector shall, at such date as the district committee shall fix, prepare and deliver to the district committee a statement showing under separate heads the estimated proceeds, for the cess year then next ensuing, of the several road cesses at the maximum rates hereinbefore provided, and also of any sum and of any sources of revenue for the said period which the Lieutenant-Governor shall have assigned to the said district.

LXX. The committee shall at some meeting to be held in such month as the Lieutenant-Governor shall determine prepare an estimate of the income and expenditure of the committee for the cess year then next ensuing, together with specifications and estimates of the works to be performed during such year, such works being a portion of, or included in, the works mentioned in the statement for the time being in force. In making such estimate the committee shall first determine the amount to be appropriated to office establishment and charges, next the amount to be appropriated to the repair of roads, bridges, rivers, khals and canals then existing, and afterwards the amount to be appropriated to the construction of new roads or canals; provided that no portion of the District Road Fund of any one district shall, save with the previous sanction of the Lieutenant-Governor, be appropriated for the construction, repairs, maintenance, or improvement of roads or bridges, or any other means of communication within any other district.

LXXI. Every such estimate shall be forwarded by the vice-chairman to the Commissioner, and the Commissioner may approve such estimate or may return such estimate for revision in such respects as he may point out, or may alter or vary the total amount thereby proposed to be expended. Provided always that it shall not be lawful for the Commissioner to alter or vary any estimate which shall have been approved by not less than two-thirds of the members of the committee present at the meeting at which such estimate shall have been adopted.

LXXII. The total amount in and by any estimate proposed to be expended in any one cess year shall not exceed the proceeds estimated to be at their disposal for that year of the several road cesses hereinbefore directed to be imposed within the district at the maximum rates at which they are respectively leviable, together with any sum and the annual proceeds of any source of revenue which shall have been placed by the Lieutenant-Governor at the disposal of the committee.

LXXIII. Whenever any estimate shall have been altered or revised by the Commissioner as hereinbefore is provided, the committee shall cause a supplemental estimate to be prepared, and in case the amount proposed to be expended shall have been increased by such alteration or revision, shall at a meeting provide for the expenditure of such increased sum, within the limits in the next preceding section specified; and in case such sum shall have been similarly diminished, shall therein determine the works proposed in the original estimate which are to be altered or abandoned.

LXXIV. When and so soon as the amount for any one cess year proposed to be expended shall have been determined as hereinbefore is provided, the committee shall at a meeting, after deducting therefrom the amount which may be placed at their disposal as aforesaid, together with the estimated proceeds of any sources of revenue assigned to them, determine the several rates of cess under this Act required to produce the residue, and such rates shall be the rates at which the several

cesses shall be respectively leviable for the ensuing year.

LXXV. So soon as the said rates shall have been determined as aforesaid, the committee shall inform the Collector thereof, and the Collector shall cause a proclamation to be issued in his district declaring the same. Such proclamation shall be published in manner as in Section V is directed. And the said rates shall be reported by every Collector to the Lieutenant-Governor, who shall forthwith cause the same to be published in the *Calcutta Gazette*.

Branch Committees.

LXXVI. In any district to which this Act shall have been extended, the Lieutenant-Governor of Bengal shall appoint, or cause to be elected under such rules as he may prescribe, as many branch committees as he shall think fit, and shall appoint a chairman and vice-chairman thereof respectively, and shall define the portion of such district within which any branch committee shall exercise the powers conferred and discharge the duties imposed upon them by this Act.

The provisions in Sections L to LII and LIII to LXI respecting district committees shall apply so far as the same are suitable, to such branch committees.

LXXVII. Every such branch committee shall be, except as hereinafter provided, subordinate to the district committee, and shall forward to the district committee such statements, suggestions, and estimates as it may think fit, and the district committee shall consider and have regard to such statements, suggestions, and estimates in framing the statements and estimates hereinbefore directed. And such branch committee may select any member thereof to be an additional member of the said district committee who shall thereupon, for the space of one year, become a member thereof.

LXXVIII. It shall be competent to the Lieutenant-Governor in each year to assign to any branch committee so much of the road fund levied for that year in the district for portion of which such branch committee is appointed as he may think fit, not exceeding the total proceeds of all cesses leviable within the said portion of the district; and further, to allot to the said branch committee so much of the balance of the said fund as shall not relatively to the said balance exceed the proportion which the said assigned proceeds bear to the total proceeds of cesses levied for the said year throughout the entire district.

LXXIX. In any case where the Lieutenant-Governor of Bengal may declare that a branch committee shall have the full powers of a district committee within the said portion of the district, the district committee shall cease to exercise powers under Section LXIV, LXV, LXVI, LXX, and LXXIII, within such portion of the district; and such powers shall then vest in the branch committee; and in any case where the Lieutenant-Governor of Bengal may declare that a branch committee shall have the powers of a district committee for specified works

due in respect of the said estate can be recovered by suit after such period until such returns be so lodged.

(Sd.) A. B.,
Collector.

COLLECTOR'S OFFICE,
Dated

SCHEDULE B.

Form of return under Section IX.

District of

Notice under District Road Cess Act 1871.

The owner, chief agent, manager or occupier of situated in the district of is hereby required to lodge in the office of the Collector of the district of, a return in the form hereunto annexed, showing the amount of land under cultivation at the date of this return in the said. Such return must be signed by him and be lodged within the space of three months from the service of this notice, (unless within the said three months you obtain from the Collector an extension of the said space of three months) under penalty of a daily fine of fifty rupees for every day after the expiry of such period or extension thereof until such return shall be presented.

Annexed form of return.

District

Detail of lands acquired under any rules for the sale, grant, or clearance of waste lands, or held direct from Government and used for the cultivation of tea, coffee, or cinchona under the control of the persons submitting the return.

1	2	3	4	5	6
Districts	Pargannah	Name of owner, agent, manager, or occupier.	Entire area of land.	Area of lands under cultivation in acres.	Aggregate value at Rs. 10 per acre of land in column 5.
In which the land lies.					

I, X. Y. Z., do declare that the statements contained in the above return are true to the best of my knowledge information and belief.

Signed.

N. B.—This return must be signed by the owner, chief agent, manager or occupier.

SCHEDULE C.

Form of notice under Section X.

District of

NOTICE UNDER DISTRICT ROAD CESS ACT 1871.

The occupiers and tenure-holders on estate or tenure (description of the land to be filled in) are hereby prohibited, until further order of the collector, from making any payment of rent now or hereafter to become due from them in respect of any land comprised within such estate or tenure except to the collector or to (name of person) hereby appointed to receive the same. The collector will grant receipts for all sums paid, and such receipts will, under the provisions of the above Act, be a valid discharge in respect of rent due or hereafter to become due as above stated by the

holder of such receipt. All payments, except to the collector, until further order, will be null and void.

(Sd.)
Collector.

SCHEDULE D.

Form of notice to be served under Section XXIX.

District of

NOTICE UNDER THE DISTRICT ROAD CESS ACT.

The owner, chief agent, manager, or occupier of the situated in the district of

is required to lodge in the office of the Collector of the district of a return in the form hereunto annexed, showing the net profits of the calculated on the average of the profits of the last three years for which accounts have been made up. Such return must be signed by him or his authorized agent and be lodged within the space of three months from service of this notice, unless within the said three months you obtain from the Collector an extension of the said space.

(Sd.) A. B.,
Collector.

COLLECTOR'S OFFICE,

Dated

To

Annexed form of return.

DISTRICT

Detail of yearly profits of mines, quarries, railways, and tramways, in the possession or under the control of the person submitting the return.

1	2	3	4
Districts	Pargannahs	Name of holder or manager.	Annual net profits per annum on the average of the last three years for which accounts have been made up.
In which the property lies.			

I, X. Y. Z., do declare that the statements contained in the above return are true to the best of my knowledge, information, and belief.

Signed.

N. B.—This return must be signed by the owner, chief agent, manager or occupier.

SCHEDULE E.

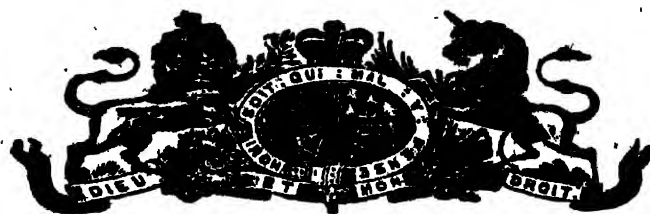
ANNUAL RATES OF ROAD CESS ON HOUSES

SECTION XXXVIII.

Dwelling houses estimated to be of the present value of—

	Rs.	Yearly Cess.
Not less than Rs. 100 but less than Rs. 500...	1	
" " 500 " " 1,000...	2	
" " 1,000 " " 2,000...	3	
" " 2,000 and upwards	2 Rs. for every Rs. 1,000 or part thereof of estimated present value.	

Shops and buildings used for purposes of trade, whose estimated present value is more than Rs. 25 and less than Rs. 100, to pay a yearly tax of one rupee.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, JULY 5, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post

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Annual Administration Report of the Jessore Municipality for 1870-71.

From HORACE A. COCKERELL, Esq., Officiating Commissioner of the Presidency Division, to the Officiating Secretary to the Government of Bengal, in the Judicial Department,—(No. 98J, dated Calcutta, the 28th June 1871.)

WITH reference to Government order No. 2441, dated 27th April 1868, I have the honor to submit the administration report of the Jessore municipality, together with the memorandum of annual receipts and disbursements for 1870-71. It is satisfactory to find that the municipality have kept in view the necessity of improving the water-supply of the town and suburbs. In 1869 seven tanks were thoroughly cleaned; during the past year one tank has been deepened, and another cleaned.

2. The municipality appear to have expended the limited income at their command judiciously.

3. The question of the improvement of the Bhyrub river forms the subject of a special correspondence with Government. The chairman will be requested to notice in future reports the amount of attention given to municipal administration by the commissioners.

From G. S. PARK, Esq., Chairman of the Municipal Commissioners, Jessore, to the Officiating Commissioner of the Presidency Division,—(No. 16, dated, Jessore, the 2nd May 1871.)

I HAVE the honor to submit the annual statement of receipts and expenditure of the Jessore municipality for 1870-71.

2. The sum of Rs. 6,591-8-6 was collected during the year, and at the end of it there was an outstanding balance of Rs. 1,718-2-9, of which Rs. 900 have since been realized. The reason of the outstanding balance being larger than that at the close of last year was the fire which broke out in Jessore in December last and burnt down upwards of 300 houses; however, the remainder of the Rs. 818-2-9 will be shortly realized.

3. The amount remitted or struck off during the year is not great, and it is fully covered by the assessment on new houses built during the current year.

4. The collections from toll gates have been made in full according to the farming jummas, and there is no balance due on account of any of the gates.

5. The charge of collection exceeds that of the previous year by Rs. 5 only, and consequently the remarks in the last year's report on this item are also applicable to the year under report.

6. There has been an excess of Rs. 406-3 in the charge for conservancy over that of last year. This is owing to the building of two new privies during the year, under review, at a cost of Rs. 322-4, and the wages of the six additional mehters from October, at Rs. 6 each per month. There are now altogether twelve mehters for the five privies, which have been in working order since October last. One of the new privies is close to the fish-market hereafter mentioned; the other behind the magistrate's court-house. This latter was made at the suggestion of Government. More privies will be required however. The conservancy bullock sheds have also been removed, at a cost of Rs. 30, from their former site, owing to the high charge of ground-rent by its owner. The fish-market, which is in a very crowded part of the bazar—a quarter which has been more than once visited by cholera—was metalled, so that it can now be easily kept clean and dry. The market had been surrounded with tiled drains in the previous year.

A pucca ghât on the Bhyrub river, near the Durratanah bridge, was also begun during the year.

7. There is also an increase of Rs. 176-1-7 under the head "Police," which was principally incurred in building an outpost in the station at a cost of Rs. 132-8, which having been burnt, was rebuilt at a cost of Rs. 136. There are now fifty constables and three head constables for the whole municipality, of whom one head constable and thirty constables are for the station, and ten constables and one head constable for each of the two outposts Nilgunj and Chanchra. There has been no change in the mode of watching during the year.

8. The pound and its out-houses were destroyed by the fire in December, and were rebuilt at a cost of Rs. 120-15-3: hence the increase of the expenditure under this head over that of the past year.

9. The municipality was already well supplied with roads, and no new roads were made during the year; but a considerable sum (nearly Rs. 4,000), as shewn in the figured statement, was expended on the repair of existing roads, including the cost of making a lakh of bricks for future requirements.

10. No new tanks were excavated during the year; but in Khurkee, an outlying quarter of the municipality, one tank was deepened and enlarged; a second tank in the same quarter was cleaned. The policy followed by the municipality is gradually to improve the existing tanks in preference to digging new ones. The municipality is at present fairly supplied with wholesome drinking water.

Area of municipality	...	...	...	Square miles.	
				4.78	
Length of metalled roads	...	...	...	Miles. Running Feet.	
				9	2,773
Ditto repaired during the year	...	...	...	2	1,000
Ditto of earthen roads	...	...	...	28	2,351
Ditto repaired during the year	...	...	...	7	4,118

11. A destructive fire broke out in the bazar near the cattle market in December last. One man was suffocated under the ruins of his house before he could be extricated, upwards of 300 houses were burnt down, and property estimated at a value of Rs. 5,300 was destroyed; the sufferers were for the most part persons in comfortable circumstances, and there were no cases of destitution arising from the disaster. The idea of purchasing a fire-engine with a view to guard against future losses by fire was broached, but it did not appear to be feasible.

12. Several roads were planted with trees during the year. The seedlings were very successful on the whole; but the large cuttings of peepul, and banian which were tried in some places proved a failure, owing probably to their being planted too late in the season.

13. The balance in hand noted in the return tallies with that in the treasury on the 31st March 1871.

14. The municipality is greatly indebted to the vice-chairman, Mr. Quinn, for his diligent supervision during the year.

Dr. Municipal Improvement Fund under Act III. of 1864, for the year 1870-71. Cr.

		Ra. As. P.	Ra. As. P
To balance brought from last account	...	.....	5,984 9 3
To amount collected on account of the rate of $7\frac{1}{2}$ per cent. upon the annual value of houses, buildings, and lands	...	6,591 8 6	
Ditto on account of fines under Act III. of 1864	...	22 4 0	
Ditto on account of miscellaneous receipts	...	211 0 0	
Ditto on account of collections from toll gates	...	3,728 14 1	
Ditto on account of collections from pound	...	770 13 0	
Total Rs.	...	.....	11,324 7 7
Grand total Rs.	...	.....	17,309 0 10
Charges incurred in the collection of the rate of $7\frac{1}{2}$ per cent. upon the annual value of houses and lands	...	854 0 0	
Conservancy	...	1,585 10 6	
Pound	...	206 11 0	
Amount paid to the district treasury for the maintenance of police, and building an out-post	...	3,851 2 6	
Amount expended for the repairs of metalled roads	...	3,104 8 6	
<i>Earthen work on roads.</i>			
Repairs of pucca roads, and constructing cutcha bridge, &c.	...	791 9 0	
Lighting of Kapooria Puttee road	...	456 4 9	
Improvement of tanks	...	1,024 10 6	
Establishment of the office of the municipal commissmissioners, including hire of the municipal office and printing charges	...	490 13 9	
Contingencies, miscellaneous, including pay of the vaccinator	...	86 4 0	
		.....	2,849 10 0
Grand total Rs.	...	.....	12,541 10 6
Balance on the 31st March 1871	...	.....	4,767 6 4
Grand total Rs.	...	.....	17,309 0 10

JESSORE, MUNICIPAL OFFICE,
The 24th April 1871.

G. S. PARK, *Chairman.*

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for Week ended 24th June 1871, on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried	Receipts.				
		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.		
Total traffic for the week ...	90,414	90,400 5 9	9,117 4 0	501,937 20	*3,18,804 13 0	29,223 15 6	38,840 19 4		
Or per mile of railway		77 11 9	7 2 6		219 2 7	22 16 10	29 19 4		
For previous 24 weeks of half-year	2,558,249½	30,33,249 2 0	333,051 10 0	14,906,785 10	89,30,930 2 0	818,671 5 1	1,151,732 15 1		
Total for 25 weeks	2,648,663½	37,32,749 7 9	342,168 14 0	15,408,722 30	92,40,708 15 0	847,995 0 7	1,190,063 14 7		
COMPARISON.									
Total for corresponding week of previous year	92,632½	1,00,040 13 4	9,905 8 2	823,883 30	4,76,557 10 7	43,694 9 2	53,079 17 4		
Per mile of railway corresponding week of previous year	.....	06 5 11	8 16 8	...	421 2 9	38 12 2	47 8 10	
Total to corresponding date of previous year ...	2,730,576½	43,47,307 10 11	398,503 4 2	18,967,799 10	1,06,18,003 3 9	973,322 9 3	1,371,825 13 5		

* Rupees 15,000 added on account of difference between approximate and audited returns of previous weeks, and Rs. 7,514-8-0 added on account of freight of locomotive coal carried on Jubbulpore line.

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for Week ended 24th June 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,954	10,038 4 5	929 8 6	47,404 0	10,145 2 9	929 19 6	1,850 3 0
Or per mile of railway		45 0 3	4 2 6		45 7 11	4 3 5	8 5 11
For previous 24 weeks of half-year	110,309	3,57,715 2 2	32,790 11 1	1,449,577 20	4,14,135 5 0	37,962 8 1	70,752 10 2
Total for 25 weeks	114,263	3,67,753 6 7	33,710 14 7	1,496,981 20	4,24,280 8 3	38,892 7 7	72,603 2 2
COMPARISON.							
Total for corresponding week of previous year	3,007½	10,388 11 4	952 5 10	61,827 0	31,065 0 7	3,122 12 7	4,074 18 5
Per mile of railway corresponding week of previous year		46 9 5	4 5 5	...	142 12 1	14 0 1	18 5 6
Total to corresponding date of previous year ...	116,427	3,67,000 14 2	33,647 5 0	1,088,837 30	3,48,974 10 4	31,989 14 2	65,636 19 2

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for Week ended 24th June 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	27,979	15,437 13 3	1,415 2 8	115,204 9	27,014 15 5	2,478 7 8	3,801 10 1
Or per mile of railway	179	98 10 4	9 0 10	730 0	172 9 11	15 16 6	24 17 4
For previous 24 weeks of half-year	701,967½	4,48,765 4 0	41,136 10 5	2,080,040 28	6,06,081 0 3	55,910 0 6	97,047 2 11
Total for 25 weeks	729,946½	4,64,203 1 3	42,551 19 1	3,104,250 37	6,36,046 15 8	58,396 13 11	100,938 13 0
COMPARISON.							
Total for corresponding week of previous year	23,504½	12,719 15 9	1,168 0 0	86,845 15	12,780 9 10	1,171 11 2	2,337 11 2
Per mile of railway corresponding week of previous year	150	81 4 5	7 9 0	555 0	81 10 8	7 9 9	14 18 9
Total to corresponding date of previous year ...	679,381	4,64,617 5 3½	37,080 18 11	2,740,073 18½	4,48,139 12 1	44,079 9 4	78,169 8 3

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for Week ended 24th June 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	24,504½	2,505 1 6	250 10 2	8,163 0	245 10 6	24 10 4	275 1 6
Or per mile of railway	874	83 7 6	8 18 11	292 0	8 12 6	0 17 7	9 16 6
For previous 12 weeks of half-year	69,920½	15,024 2 6	1,502 8 4	135,119 10	3,850 3 3	385 12 5	1,988 0 9
Total for 13 weeks	94,515	17,529 4 0	1,752 18 6	143,282 10	4,101 13 9	410 3 9	2,163 2 3
COMPARISON.							
Total for corresponding week of previous year	16,821	1,923 5 3	192 4 8	3,831 0	148 2 0	14 16 3	207 0 11
Per mile of railway corresponding week of previous year	601	69 10 6	6 17 4	137 0	5 4 8	0 10 7	7 7 11
Total to corresponding date of previous year ...	70,700	12,884 2 0	1,288 8 3	141,109 22	5,084 12 9	508 9 7	1,796 17 10

Meteorological Telegraphic Report for the period 25th June to 1st July 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.		
					Dry.	Wet.		Direction.	Velocity.					
CALCUTTA.	June 25th	10	29.569	29.587	83.2	81.4	93	S S W	...	1.04	.....	o	
	16	29.467	29.485	82.0	79.8	91	S	...	...	...	.....	o, d	
	26th	10	29.574	29.592	80.8	79.0	91	S W	...	...	.....	o, d	
	16	29.489	29.507	82.6	79.2	83	W S W	...	0.02	S	.....	o	
	27th	10	29.535	29.557	81.0	79.5	93	S S W	...	1.02	S	...	o	
	16	29.144	29.162	84.5	80.0	81	S W	...	0.00	S	.....	o, d	
	28th	10	29.552	29.570	81.5	80.3	95	S W	...	0.01	.....	.....	o, d
	16	29.490	29.504	85.6	81.6	83	S S W	...	0.12	S	.....	...	...
	29th	10	29.640	29.654	84.9	81.1	83	S S W	...	0.00	S
	16	29.590	29.608	79.2	77.5	93	W S W	...	...	...	...	...	...
	30th	10	29.686	29.704	84.5	82.5	91	S W	...	2.27	S
	July 1st	10	29.585	29.603	80.0	84.0	80	S S W	...	0.02	S, K
16	29.653	29.671	81.0	78.2	86	S S W	...	0.32	...	CK	...	...	...
16	29.530	29.554	87.3	80.7	74	S by W	...	...	...	...	...	...	...
SAGOR ISLAND.	June 25th	10	29.558	29.564	87	85	91	S S W	12.0*	0.10	N	.....	o, m
	16	29.512	29.518	84	82	91	S S E	8.3*	0.10	N	.....	d, o	
	26th	10	29.582	29.584	80	80	100	W N W	6.1*	2.30	N	.....	o, r
	16	29.553	29.539	80	79	95	W	10.3*	0.70	N	.....	o, r	
	27th	10	29.587	29.573	83	81	91	S	12.0*	0.70	N	.....	o, d
	16	29.500	29.508	84	82	91	S W	10.4*	0.10	N	.....	d, o	
	28th	10	29.581	29.587	85	83	91	S	17.5*	0.10	N	.....	m, o
	16	29.506	29.512	86	83	87	S S W	11.7*	...	N	.....	m,	
	29th	10	29.661	29.670	86	83	87	S W	18.0*	...	N	.....	m,
	16	29.604	29.610	87	85	91	S	11.5*	...	N	.....	m, o	
	30th	10	29.713	29.719	85	82	87	S W	11.8*	...	N	.....	m, o
	July 1st	10	29.650	29.656	87	81	87	S	13.5*	...	N	.....	m, o
16	29.680	29.686	80	82	83	S	3.5*	0.60	N	.....	m, o		
16	29.655	29.661	87	83	83	S S E	7.3*	...	N	.....	o, m		
CHITTAGONG.	June 25th	10	29.574	29.684	83	79	87	E S E	7.4*	0.10	KS	.....	u, v
	16	29.184	29.593	81	79	83	S	17.7*	...	K, KS	.....	h, q	
	26th	10	29.575	29.686	78	77	95	S W	7.3*	1.30	N	.....	u, g
	16	29.479	29.580	80	79	95	E S E	5.0*	0.20	KS	.....	u, g	
	27th	10	29.575	29.680	80	78	81	E S E	11.5*	0.60	KS	.....	u,
	16	29.165	29.575	74	77	95	S	11.3*	0.40	N	.....	d, q	
	28th	10	29.542	29.654	80	63	31	S W	11.1*	6.80	N	.....	u, q
	16	29.505	29.616	74	77	95	S	6.1*	1.70	N	.....	d, u, q	
	29th	10	29.647	29.759	77	77	100	E S E	7.0*	1.30	N	.....	u, u, q
	16	29.600	29.712	77	75	90	S E	1.8*	2.20	N	.....	d, v, o	
	30th	10	29.709	29.821	77	75	90	E	5.0*	0.40	K	.....	d, v, g
	July 1st	10	29.635	29.716	78	76	90	E S E	6.7*	...	K	.....	u, g
16	29.627	29.739	79	77	90	E S E	6.7*	0.20	KS, CK	.....	h, o		
16	29.517	29.654	79	78	95	W S W	10.2*	0.60	KS, K	.....	o		
MADRAS.	June 25th	10	29.720	29.759	91	74	41	S S W	11*	...	...	.....	h, o
	16	29.595	29.695	90	74	31	S S W	11*	...	...	.....	h,	
	26th	10	29.721	29.751	94	74	35	S W	19*	...	...	.....	h,
	16	29.601	29.634	101	75	26	S W	18*	...	...	.....	h,	
	27th	10	29.700	29.790	93	73	37	S W	21*	...	...	.....	h,
	16	29.627	29.657	100	75	27	S S E	15*	...	...	.....	h,	
	28th	10	29.707	29.747	93	75	40	S S W	15*	0.01	...	.....	h,
	16	29.624	29.658	80	76	52	S S W	12*	...	...	.....	h,	
	29th	10	29.704	29.792	93	75	40	S W	10*	...	...	.....	h,
	16	29.612	29.662	88	78	62	F S E	16*	...	...	.....	h,	
	30th	10	29.791	29.821	91	77	45	S S W	6*	...	...	.....	h,
	16	29.691	29.724	87	77	61	F S S	17*	...	...	.....	h,	
July 1st	10	29.834	29.868	92	74	45	S W S	8*	...	...	.....	h,	
16	29.721	29.751	89	76	52	E S E	13*	...	...	.....	h,		
CUTTACK.	June 25th	10	29.508	29.591	81	77	82	W	6.0*	2.00	N	.....	u, d, o
	16	29.117	29.199	86	79	72	S W	4.0*	...	N	.....	o, g	
	26th	10	29.517	29.599	89	83	73	W S W	2.0*	...	N	.....	o
	16	29.174	29.561	80	77	86	W	1.0*	...	N	.....	o	
	27th	10	29.565	29.618	82	80	91	S W	2.0*	1.60	N	.....	u, u, r
	16	29.170	29.552	84	81	87	S S W	0.1*	...	N	.....	o, u	
	28th	10	29.545	29.627	83	79	83	S S W	0.2*	...	N	.....	o, q
	16	29.177	29.559	86	80	75	S W	6.0*	...	N	.....	o, q	
	29th	10	29.600	29.642	86	80	75	W S W	4.0*	...	KS, N	.....	o
	16	29.475	29.557	86	78	68	S W	0.0*	...	N	.....	o, d	
	30th	10	29.627	29.709	87	80	72	S W	0.1*	0.20	N, C	.....	...
	16	29.570	29.653	79	73	77	S S W	0.7*	...	N	.....	o	
July 1st	10	29.677	29.759	87	80	72	W S W	0.5*	...	CK	.....	Cloudy.	
16	29.602	29.684	84	74	60	S W	0.8*	...	N	.....	o, u		
AKHAB.	June 25th	10	29.700	29.715	81	78	83	S S W	1	0.90	N	.....	q
	16	29.611	29.626	81	79	91	S	2	0.10	N	.....	g	
	26th	10	29.738	29.754	80	78	91	S W	1	1.10	N	.....	r
	16	29.642	29.657	77	76	95	S S W	1	1.20	N	.....	r	
	27th	10	29.675	29.690	83	80	87	S S W	2	1.80	N	.....	r
	16	29.101	29.619	80	74	91	W S W	1	0.90	N	.....	r	
	28th	10	29.674	29.688	81	81	87	S W	1	0.20	K, KS	.....	q
	16	29.611	29.626	85	82	87	S S W	1	...	KS	.....	g	
	29th	10	29.728	29.744	78	76	90	N	1	4.80	K, KS	.....	g
	16	29.726	29.742	79	77	90	S	1	0.80	N	.....	h	
	30th	10	29.830	29.845	77	75	90	W S W	1	5.10	N	.....	d
	July 1st	10	29.726	29.741	79	76	86	S W	1	...	K, KS	.....	g
16	29.740	29.755	81	78	86	E S E	1	1.80	K, KS	.....	o		
16	29.648	29.663	78	76	90	S S W	1	1.10	KS, S	.....	d		

* Velocity of wind in miles per hour.

CALCUTTA,
The 1st July 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISION.	Stations.	Rainfall from 12th to 18th June 1871.	Rainfall from 19th to 25th June 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	Nil	4.70	19.18	25th June 1871.	
	False Point ...	0.17	5.79	18.03	ditto.	
	Jajipore ...	3.30	Not received	18.85	18th June 1871.	
	Kendraparah ...	0.50	6.91	18.81	25th June 1871.	
	Jugutsingapore ...	0.40	3.10	17.70	ditto.	
	Sunbulpore ...	0.20	3.80	18.93	ditto.	
	Balasore ...	3.45	2.27	10.55	ditto.	Not received 15th to 21st May.
	Bhuddruck ...	0.63	3.03	22.36	ditto.	
	Pooree ...	1.60	2.44	19.06	ditto.	
CHOTA NAGPORE.	Khoordah ...	0.66	9.34	21.26	ditto.	
		0.98	7.00	21.43	ditto.	
	Hazareobaugh ...	1.08	1.91	9.08	ditto.	
	Burhee ...	2.32	2.14	10.85	ditto.	
	Pachamba ...	2.03	4.07	15.31	ditto.	
	Ranchhee ...	Not received	Not received	2.49	30th April 1871.	
	Palanow ...	10.07	0.91	13.39	25th June 1871.	
	Purnia ...	3.09	2.95	10.21	ditto.	
	Gobindpore ...	2.21	4.10	0.31	ditto.	From 12th June.
PATNA.	Chyebassa ...	2.90	2.46	16.75	ditto.	
	Patna ...	0.16	2.16	8.51	ditto.	
	Behar ...	Nil	1.62	8.31	ditto.	
	Barh ...	0.28	0.04	4.19	ditto.	
	Dinapore ...	0.27	1.33	6.06	ditto.	
	Gya ...	1.88	1.81	8.61	ditto.	
	Sherghotty ...	Not received	Not received	4.49	11th June 1871	
	Nowadah ...	ditto	ditto	0.00	ditto	Not received 10th to 16th April
	Arungabad ...	1.58	0.30	5.73	25th June 1871	
BHAUGUNGER.	Chumparan ...	Nil	2.16	8.07	ditto	Not received 6th to 11th June
	Bettiah ...	ditto	6.10	6.10	ditto	From 5th June.
	Chuprah ...	0.60	1.70	7.00	ditto.	
	Sewan ...	Nil	1.84	11.63	ditto.	
	Mozufferpore ...	0.90	4.70	11.53	ditto.	
	Durhanganah ...	5.97	Not received	10.00	18th June 1871	Not received 15th to 21st May
	Sectamaree ...	2.40	0.45	11.16	25th June 1871.	
	Tajpore ...	1.40	0.67	6.20	ditto	Not recorded 6th to 17th Mar
	Mudhubani ...	2.19	0.26	8.58	ditto	From 1st April
RAJSHAHY.	Hajpore ...	0.03	1.63	2.12	ditto	From 22nd May.
	Ariah ...	0.71	2.25	8.86	ditto.	
	Buxar ...	1.90	7.28	13.53	ditto.	
	Sasserain ...	0.86	1.52	4.82	ditto.	
	Bhubhoosah ...	1.60	1.81	9.01	ditto.	
	Benares ...	3.13	Not received	5.98	18th June 1871	
	Bhaugulpore ...	Not received	ditto	1.97	23rd April 1871	
	Mudheypoorah ...	5.42	0.30	15.01	25th June 1871.	
	Banka ...	0.83	1.58	11.12	ditto.	
BURDWAN.	Monghyr ...	5.21	0.56	9.07	ditto.	
	Jamsoore ...	0.75	2.85	11.03	ditto.	
	Begooosari ...	1.09	2.43	0.82	ditto.	
	Deoghur ...	1.07	2.93	16.61	ditto.	
	Jamtara ...	1.50	Not received	14.30	18th June 1871	From 13th Feb
	Rajnehal ...	Not received	ditto	14.80	11th June 1871	From 12th Feb
	Pakoor ...	0.75	0.60	3.60	25th June 1871	From 21st March.
	Purneah ...	4.25	3.25	10.86	ditto.	
	Kishongunge ...	2.68	1.34	4.02	ditto	From 12th June.
RAJSHAHY.	Rampore Beaulah... ..	Not received	1.08	15.82	ditto	Not received 12th to 18th June.
	Natore ...	3.40	1.50	21.70	ditto.	
	Bograh ...	0.40	Not received	29.67	18th June 1871	
	Dinagopore ...	1.05	2.01	21.20	25th June 1871.	
	Maldah ...	3.99	1.40	14.21	ditto	
	Berhampore ...	4.02	3.14	20.34	ditto.	
	Jungipore ...	1.31	3.17	20.78	ditto.	
	Lalbagh ...	2.73	3.61	15.15	ditto	From 16th Jan
	Jamookandi ...	3.17	2.27	15.40	ditto	From 17th April.
BURDWAN.	Pubna ...	1.75	1.45	28.03	ditto.	
	Coomercolly ...	Not received	Not received	5.02	23rd April 1871.	
	Seragunge ...	2.06	1.80	28.08	25th June 1871.	
	Rungpore ...	2.60	1.30	31.40	ditto.	
	Bhowangunge ...	3.54	0.18	30.42	ditto	From 22nd Jan.
	Titalya ...	0.47	0.66	19.26	ditto.	
	Burdwan ...	1.71	1.14	17.22	ditto.	
	Cutwa ...	1.61	2.92	19.35	ditto.	
	Culina ...	2.55	1.52	25.51	ditto.	
BURDWAN.	Hood-Bood ...	5.06	3.29	20.83	ditto.	
	Bancoorah ...	1.10	2.48	22.06	ditto.	
	Kaneegunge ...	1.44	2.73	15.63	ditto.	
	Sooree ...	2.12	2.16	15.03	ditto.	
	Hooghly ...	2.00	3.48	25.15	ditto.	
	Serampore ...	1.36	1.92	21.66	ditto	From 2nd Mar.
	Jehanabad ...	1.03	1.90	17.40	ditto	From 21st April.
	Howrah ...	3.55	4.46	43.15	ditto.	
	Midnapore ...	1.29	1.29	25.37	ditto.	
BURDWAN.	Contai { Dy. Collr.'s Office ..	1.05	1.40	23.79	ditto.	
	{ Engr.'s Office ...	1.10	2.58	30.43	ditto.	
	Gurbetta ...	1.32	2.03	19.22	ditto	From 6th Feb.
	Tumlook ...	0.80	1.90	33.38	ditto.	

DIVISION.	Stations.	Rainfall from 18th to 19th June 1871.	Rainfall from 19th to 25th June 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnaghur ...	1.89	1.20	21.80	25th June 1871.	
	Bongong ...	2.09	1.21	32.42	ditto.	
	Ranaghat ...	1.65	0.82	25.84	ditto.	
	Maherpore ...	3.03	1.98	20.34	ditto.	Not received 15th to 21st May.
	Chooadangah ...	2.95	2.15	33.00	ditto.	
	Kooshteah ...	1.25	1.55	37.10	ditto.	
	Jessore ...	3.15	4.33	35.51	ditto.	
	Khoolneah ...	2.18	6.15	31.62	ditto.	From 16th Feb.
	Jenidah ...	2.21	3.04	35.53	ditto.	From 8th March.
	Nurail ...	3.22	1.37	27.94	ditto.	From 3rd April.
	Magoorah ...	0.09	1.13	16.85	ditto.	ditto.
	Bagirhaut ...	1.41	4.83	28.83	ditto.	ditto.
	Saugor Island ...	3.50	1.50	34.80	ditto.	
	Calcutta ...	4.01	3.53	43.92	ditto.	
	Alipore { Jail ...	2.90	5.16	48.00	ditto.	
	{ Hospital ...	2.12	5.24	45.68	ditto.	
	Barrackpore ...	1.36	Not received	33.96	18th June 1871	
	Dum Dum ...	1.63	ditto	28.33	ditto.	
	Baraset ...	0.67	ditto	21.88	ditto.	
DACCA.	Satkhora ...	3.80	ditto	28.41	ditto.	
	Bussorhant ...	4.61	ditto	29.09	ditto.	
	Diamond Harbour ...	0.79	ditto	36.24	ditto.	
	Barripore ...	2.84	ditto	36.08	ditto.	
	Dacca { Telegraph Office ...	0.92	1.05	35.93	25th June 1871.	
	{ Jail ...	0.80	1.00	34.60	ditto.	
	Burrisaul ...	5.14	6.73	39.74	ditto.	
	Dowlat Khan ...	3.39	7.72	33.23	ditto.	
	Perozepore ...	1.87	2.71	31.35	ditto.	
	Madaripore ...	1.10	2.65	29.00	ditto.	
	Furreeppore ...	2.30	2.06	38.79	ditto.	
	Goalundo ...	1.77	1.92	12.01	ditto.	From 5th June
	Mymensing ...	2.07	3.67	17.73	ditto.	
	Jainalpor ...	Not received	Not received	32.38	11th June 1871.	
CHITTAGONG.	Atteah ...	3.26	ditto	37.62	18th June 1871.	
	Kishoregunge ...	0.69	3.53	53.21	25th June 1871.	
	Sylhet ...	3.35	3.07	55.90	ditto.	
	Cachar ...	3.44	1.64	38.36	ditto.	
	Hylakandy ...	3.37	Not received	42.20	18th June 1871.	
	Koyah ...	Not received	ditto	43.83	11th June 1871.	
	Chittagong { Telegraph Office ...	3.40	2.09	34.90	25th June 1871.	
	{ Jail ...	3.67	2.18	39.81	ditto.	
	Cox's Bazar ...	11.75	Not received	59.03	18th June 1871.	
	Rangamata Hall ...	3.10	ditto	35.65	ditto.	
COCH BEHAR.	Noakhally ...	4.53	4.83	43.14	25th June 1871.	
	Tippurah ...	2.50	2.42	44.32	ditto.	
	Brahmanbariah ...	0.82	2.06	43.50	ditto.	
	Akyab ...	20.90	9.30	72.30	ditto.	
	Buxa ...	4.65	2.05	43.18	ditto.	
ASSAM.	Gowalparah ...	2.10	4.42	46.10	ditto.	
	Dhoo bree ...	1.40	1.20	30.07	ditto.	Not recorded 27th Feb to 5th March.
	Tura (Garo Hills) ...	1.87	Not received	35.51	18th June 1871.	
	Daijeeling { Telegraph Office ...	Not received	ditto	15.95	11st May 1871.	
	{ Jail ...	1.34	7.46	29.40	25th June 1871.	
	Runghee ...	Not received	Not received	28.99	11st May 1871.	
	Falarottah ...	2.60	0.00	20.14	25th June 1871.	
ASSAM.	Julpigoosee ...	0.80	2.54	27.24	ditto.	
	Boda ...	0.95	0.95	22.46	ditto.	
	Tezpor ...	5.14	Not received	33.30	18th June 1871.	
	Nowgong ...	2.47	ditto	24.75	ditto.	
	Munglody ...	3.04	ditto	28.66	ditto.	From 30th Jan.
	Burpettah ...	1.85	ditto	29.29	ditto.	
	Gowhaty ...	5.53	ditto	20.39	ditto.	
	Seehsaung ...	3.51	ditto	34.60	ditto.	
	Jorehaut ...	5.71	ditto	28.40	ditto.	From 27th Feb
	Golaghat ...	6.43	ditto	42.99	ditto.	
	Nazerah ...	5.24	ditto	38.21	ditto.	
	Debrooghur ...	6.98	ditto	41.11	ditto.	
ASSAM.	Suddya ...	6.71	ditto	35.50	ditto.	
	Shillong ...	0.73	ditto	30.49	ditto.	
	Cherrapunjee ...	19.23	4.56	117.40	25th June 1871.	From 18th Feb.
	Jowai ...	2.41	Not received	51.05	18th June 1871.	
	Sainoogooding ...	Not received	ditto	13.63	11th June 1871.	

CALCUTTA.
The 1st July 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 22nd to 30th June 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
June	22nd	Inches. 29.405	85.4	80.5	..	82.1	80.2	78.0	0.90	SE & SSE	10	216.7	0.81	...	Overcast & stratus. Rain at midnight, 10, 11 A.M.; 1½, 2½, 4, 6, and 7 P.M.
	23rd	425	86.4	80.0	138.8	82.2	80.3	79.0	.91	ESE & SE	0.9	273.8	0.45	...	Stratus, cumuli, & overcast. Thunder at 10½ P.M. Slight rain at 1, 3, 11 A.M., 3, 6, 7, and from 9 to 11 P.M.
	24th	490	84.3	80.0	...	81.0	80.2	79.0	.90	ESE & S	...	251.0	1.53	...	Overcast. Thunder at 2½ and 6½ P.M. Lightning at 2½ P.M. Rain after intervals.
	25th	531	86.7	78.5	120.0	81.4	79.0	78.8	.93	SW & SSE	...	85.0	0.44	..	Chiefly overcast. Rain at 1½ and 3 A.M., and 4 P.M.
	26th	536	83.5	79.5	128.5	81.2	79.3	78.0	.90	SSW	...	168.2	0.02	)	Stratus and overcast. Light rain from 7 to 11 A.M.
	27th	561	84.5	78.5	137.0	81.2	79.2	77.8	.90	SW & SW	0.8	179.1	1.12	...	Chiefly overcast. Rain from 1½ to 8, at 11 and 12 A.M., and 6 P.M.
	28th	519	86.0	78.7	114.0	82.0	79.8	78.3	.80	SSW & SW	0.8	130.3	0.21	.	Overcast and stratus. Slight rain at midnight from 6 to 10 A.M., and between 7 and 8 P.M.
	29th	508	86.5	76.5	110.5	81.6	79.6	78.2	.90	SSW & W SW	2.0	79.9	1.82		Overcast and stratus. Rain from 3 to 11 P.M.
	30th	635	86.4	76.4	134.0	82.8	80.3	78.5	.87	WNW & SW & SSW	.	98.0	0.47	..	Overcast and stratus. Thunder at 1 A.M. Lightning at 1 A.M. and from 8 to 10 P.M. Rain from midnight to 1 A.M., at 1, 2½, and 11 P.M.

The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past nine days	...	13.0
The max. temperature during the past nine days	...	89.4
The max. temperature during the corresponding period of the past year	...	91.8
The mean humidity during the past nine days	...	0.91
The mean humidity during the corresponding period of the past year	...	0.86
		Inches.
The total fall of rain from 22nd to 30th	... { by lower rain gauge	6.90
	... { by anemometer gauge	6.48
Ditto, average of seventeen previous years	...	3.86
Ditto, between the 1st January and the 30th June	...	48.31
Ditto, ditto ditto, average of seventeen previous years...	...	23.90

GOPENAUTH SEN,

In charge of the Observatory.

The 2nd July 1871.



EXTRA SUPPLEMENT
TO
The Calcutta Gazette.

FRIDAY, JUNE 30, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

Government of Bengal.

LEGISLATIVE DEPARTMENT.

THE following report of the select committee, with the amended Bill, is, by order of the Lieutenant-Governor, published for general information :—

We, the select committee appointed to consider the Bill “to provide for local rating for the construction and maintenance of roads and other means of communication,” have the honor to make the following report :

From officiating Under-Secretary to Government of Bengal, No 2031, dated 5th June 1871, and enclosures

From Honorary Secretary, British Indian Association, dated 5th June 1871.

We have received and considered the papers noted in the margin.

We have extended the definition of the word “estate,” so as to include land of

which the rent or revenue is paid direct to the collector, or his authorized agent, and land acquired under any rules for the sale, grant, or clearance of waste lands.

We have given the collector the option to value, without issue of notice, estates or tenures paying less than one hundred rupees’ revenue or rent respectively, with power to the holders of such estates or tenures to give in a return of valuation, if dissatisfied with the collector’s proceedings.

We have provided for the valuation of lands used for the cultivation of tea, coffee, or cinchona, at a fixed rate per acre of cultivated land.

We have altered the method proposed in the original Bill for the recovery of fines, expenses of valuation, and cesses, so that they shall be recoverable not as arrears of revenue, but (1) by attachment and sale of moveable property, (2) by prohibiting the payment of rents until further order, and empowering the collector to recover the rents until satisfaction of the amount due.

We have provided for the transfer to the District Road Fund of all sums collected by Government otherwise than under this Act on account of road cess.

We have made provision for the extension of the powers of branch committees.

We have altered the period for the currency of valuations under Part III. to one year, with a power of extension to five years, on the concurrence of the parties concerned therein.

We have made other alterations of less importance, to which we need not refer in this report.

We recommend that the Bill as now submitted be passed.

V. H. SCHALCH.

S. C. BAYLEY.

C. BERNARD.

ABDOOL LUTEEF.

T. H. WORDIE.

The 28th June 1871.

With several reservations.

DIGUMBER MITTER.

With certain reservations.

A Bill to provide for local rating for the construction and maintenance of roads and other means of communication.

WHEREAS it is expedient to make provision for the construction and maintenance of roads and other means of communication within the territories of the Lieutenant-Governor of Bengal, and for that purpose to authorize the levy of a District Road Cess on immoveable property situated therein, and also to constitute Local Committees for the assessment of the same, and for the management of the proceeds thereof; It is hereby enacted as follows:—

PART I.—PRELIMINARY.

I. This Act may be called "The District Road Cess Act, 1871."

Commencement of Act.

It may extend to all the territories subject to the Lieutenant-Governor of Bengal which are not included within the limits of the town of Calcutta, or of any place or town to which the provisions of the "District Municipal Improvement Act," or the "District Towns Act, 1868," respectively passed by the Lieutenant-Governor of Bengal, shall have been extended.

And it shall commence and take effect in any district or districts situated in the said territories to which the said Lieutenant-Governor shall extend it by any order published in the *Calcutta Gazette*, and thereupon this Act shall commence and take effect in such district or districts on the day which shall be in such order provided for the commencement thereof.

II. The Lieutenant-Governor shall, by an order published in the *Calcutta Gazette*, fix the date from which all the cesses leviable under this Act in any district shall take effect therein, and the cess year in such district shall run from that date.

III. In this Act the words in this section mentioned shall have the meanings therein attributed to them respectively, except where, from the context, a contrary intention appears:

Interpretation.

"House" includes any shop or warehouse or place of business, or factory, or other building or buildings within the same enclosure.

"Land." "Land" means land which is cultivated, uncultivated, or covered with water.

"Estate" means—(1). any land or share in land subject to the payment to Government of an annual

sum in respect of which the name of a proprietor is entered on the register known as the general register of all revenue-paying estates, or in respect of which a separate account may, in pursuance of Section X or Section XI of Act XI of 1859, have been opened;

(2). Any land or share in land entered in the register of revenue-free tenures;

(3). any land the revenue or rent of which may be payable directly to the Collector or any person specially appointed by him to collect the same;

(4). any land acquired under any rules issued by or under authority of Government for the sale, grant, or clearance of waste lands.

"Tenure" includes every interest in land, whether rent-paying or not, save an estate as above defined, and save the interest of a cultivating ryot.

"Collector."

"Collector" includes any person vested with the powers of a Collector.

"District" means the portion of territory throughout which any person vested with the powers

of a Collector is authorised to exercise such powers.

"District."

"Immoveable property" includes lands, houses, and all benefits to arise out of land and things attached to the earth or permanently fastened to anything which is attached to the earth; but does not include crops of any kind.

"Cultivating ryot" means a person cultivating land and paying rent there-

for not exceeding one hundred rupees per annum.

"Annual value of land" means the total rent which is paid, or if no rent is actually paid, would be reasonably expected to be payable during the year by all the cultivating ryots thereof, or by other persons in actual use and occupation thereof.

"Annual value of land."

IV. From and after the commencement of this Act in any district within the said territories subject to the Lieutenant-Governor of Bengal, all immoveable property situated therein shall be liable to the payment of a District Road Cess, to be applied to the construction and maintenance of roads and other means of communication within the said district, and to be assessed thereto by the District Committee in manner as hereinafter is provided, and such road cess shall be recoverable from the several owners and occupiers of such property in the proportions and in the manner as are hereinafter provided.

All immoveable property to be liable to a road cess.

Act in any district within the said territories subject to the Lieutenant-Governor of

Bengal, all immoveable property situated therein shall be liable to the payment of a District Road Cess, to be applied to the construction and maintenance of roads and other means of communication within the said district, and to be assessed thereto by the District Committee in manner as hereinafter is provided, and such road cess shall be recoverable from the several owners and occupiers of such property in the proportions and in the manner as are hereinafter provided.

PART II.—ROAD CESS ON LAND.

Valuation.

V. Upon the commencement of this Act in any district, the Collector shall cause a proclamation to be issued, requiring every holder of any estate or tenure

Proclamation to make return of lands to be issued.

of which the average annual Government revenue or rent shall exceed one hundred rupees severally to lodge at the Collector's office within one month a return of all lands comprised in his estate or tenure in the form in Schedule (A) hereto annexed, and containing the particulars in such form set forth. The Collector shall cause such proclamation to be published by affixing a copy thereof in some conspicuous place in the office of such Collector, in every civil court, in every police station, and in the office of every sub-divisional officer within the district.

VI. The Collector shall, so soon as may be after the publication of such proclamation, cause a notice to be served in the form in Schedule (A) for every such estate, and also a notice for every such tenure which may have been named in any return lodged in pursuance of the provisions of this Act, or may have been entered in any register in the Collector's office; and all holders of such estates and of such tenures who shall, without sufficient cause being shown to the satisfaction of the Collector, refuse or omit, for the space of three months after service of such notice, to

Notice to return lands. Penalty.

the publication of such proclamation, cause a notice to be served in the form in Schedule (A) for every such estate, and also a notice for every such tenure which may have been named in any return lodged in pursuance of the provisions of this Act, or may have been entered in any register in the Collector's office; and all holders of such estates and of such tenures who shall, without sufficient cause being shown to the satisfaction of the Collector, refuse or omit, for the space of three months after service of such notice, to

lodge in the office of the Collector such return as hereinafore mentioned, shall be severally liable to a fine which may extend to fifty Rupees for every day after the expiration of such three months until such return shall be furnished, or until the value of the lands comprised in their respective estates and tenures shall have been ascertained and fixed by the Collector as hereinafter is provided. It shall be lawful for the Collector, upon sufficient grounds for so doing being proved to his satisfaction, from time to time to extend the period for lodging any such return.

VII. From and after the expiry of three months from the service of any such notice, or any extension of such time under the provisions of the section next preceding, every holder of an estate or tenure in respect of which such notice shall have been served, shall be precluded from suing for or recovering any rent in respect of any land or tenure which shall be proved not to have been included in the return lodged by him, or in respect of which no return shall have been lodged as aforesaid or valuation made by the Collector, and from recovering rent for tenures subsequently created or in excess of the sum mentioned in such return without proof of the creation of such tenure or enhancement subsequent to such lodgment.

VIII. Whenever the revenue annually payable in respect of any estate, or the rent annually payable in respect of any tenure, shall not exceed the sum of one hundred Rupees, the Collector may, without issuing any notice for such estate or tenure, determine the annual value thereof to be in a permanently-settled estate three times, and in a temporarily-settled estate twice, the amount of the annual revenue or rent payable therefor; provided that the holder of any such estate or tenure may within one month from the posting of the valuation roll in respect thereof under Section XVII, lodge a return in the form in Schedule A contained in regard to such estate or tenure, and thereupon the annual value thereof shall be fixed at the amount entered in such return subject to the provisions of Sections XII and XIV. Or the Collector may, if he think fit, cause a notice to be served in respect of any such estate or tenure in form in Schedule (A.) contained, and thereupon all the provisions of this Part shall apply in the same way as they would have applied if the annual Government revenue or rent thereof had exceeded one hundred Rupees.

IX. Whenever any lands have been acquired under any rules issued by the Government for the sale, grant, or clearance of waste lands, or are held directly from Government, and are used for the cultivation of tea, coffee, or cinchona, the Collector shall, in lieu of the notice to be served under Section VI, but at the time in the manner and under the penalties therein prescribed, cause a notice to be served calling on the holder of such lands to lodge a return in the form in Schedule (B) hereto annexed, and containing the particulars in such form set forth, and the annual value of such lands shall be fixed at ten Rupees in respect of every acre therein entered as cultivated.

X. Fines under Section VI of this Act, and all costs of recovery thereof, may be levied by an order in writing of the Collector, and such order shall have the force of a decree of a civil court in a suit in which Government is the plaintiff and the person liable to pay is the defendant; and such order may be enforced by attachment and sale of moveable property in manner provided by Act VIII of 1859 for the enforcement of decrees for money; and the procedure under the said Act in respect of the following matters, that is to say, sales in execution of decrees, claims to attached property, and execution of decrees out of the jurisdiction of the courts by which they were passed, shall apply to every execution issued for levying the moneys mentioned in such order, save that all the powers and duties conferred and imposed by the said Act upon the court shall be executed by the Collector by whom such order has been made; or to whom a copy thereof has been transmitted for execution according to the provisions of the said Act, Section CCLXXXVI; or the Collector may, if he see fit, after recording his opinion to that effect cause a notice in form contained in Schedule (C), to be served for the estate or tenure for which default has been made, and thereupon every payment of rent save to the Collector or some person by him thereunto appointed made after such service, until further order of the Collector, shall be null and void; and the Collector may recover by any process of law in that behalf for the time being in force, the rent then or thereafter to become due from any occupier or tenure-holder on the said estate or tenure until the amount of such fine or fines with all costs shall be satisfied, whereupon the said notice shall be ordered to be revoked; and the receipt of the Collector in respect of all sums so recovered shall be to the extent of such sums a valid discharge in respect of rent due by such occupier or tenure-holder.

XI. The Collector may, after the expiration of four months from the service of any notice mentioned in Section VI or Section IX ascertain and fix, by such ways and means as to him shall seem expedient, the annual value of the lands mentioned in such notice of which no return required by such notice shall theretofore have been lodged; and all expenses incurred in making such valuation shall be recovered in manner as is provided by Section X for the recovery of fines.

XII. Whenever the Collector may deem that any return required by Section VI or Section IX of lands for which no rent is payable by cultivating ryots to the person making such return is untrue or incorrect, he may, by such ways and means as to him shall seem expedient, ascertain and fix the annual value of such lands; and in case the annual value of such lands so determined by him shall exceed by one-fifth the value stated in such return, the expense of such valuation shall be paid by the person by whom such return shall have been lodged, and may be recovered in manner as is provided by Section X for the recovery of fines, and in all other cases shall be defrayed from the District Road Fund established under this Act.

XIII. It shall be lawful for the Collector, whenever he may think fit, to cause a notice in the form in Schedule (A) to be served on any person holding any lands or possessing any interest therein, although such person may have been mentioned in any return as a cultivating ryot; and thereupon such person shall be bound to make a return in the form in Schedule (A) contained, and the provisions contained in Section VI with regard to fines and extension of time for lodging a return shall be applicable to him. If no return is made, the Collector may proceed to ascertain the annual value of the lands held by such person, and in case it appears that the annual value of the land is greater than the rent which he pays, the expense of such valuation shall be borne by such person and may be recovered in manner as is provided by Section X for recovery of fines, and in all other cases shall be defrayed from the said District Road Fund.

Person returned as cultivating ryot may be served with notice.

XIV. If the Collector shall see ground for believing that any return made under this Act other than a return mentioned in Section XII is untrue and incorrect, he may prosecute the maker of such return under Section 177 of the Indian Penal Code. And if the Magistrate convict the person so prosecuted under the said section, the Collector may proceed to make a valuation of the lands mentioned in such return by such ways and means as to him shall seem expedient.

False returns.

XV. For the purpose of making any valuation of lands directed by this Part, the Collector shall exercise the powers vested in Collectors by section 19, clause 1, section 23, clause 1, and section 24, clause 1 of Regulation VII of 1822 of the Bengal Code, except so far as the said clauses authorize any enquiry into rights or interests attaching to such lands.

XVI. The Collector shall cause to be prepared Valuation rolls to be from the returns so furnished prepared.

to him, and from the valuations made by him under this Part a valuation roll of each estate within his district, and of the tenures therein comprised, noting thereon the amount of revenue annually payable to Government on which the deduction specified in Section XXI, Clause 1 of this Act is to be calculated and shall, on the application of any holder of an estate or tenure or cultivating ryot within his district, cause to be furnished to him a copy of so much of the said roll and of the returns as relate to the lands included within his estate or tenure or ryottee holding, on being paid for the same at such rate as the Lieutenant-Governor of Bengal shall from time to time determine.

XVII. On the completion of every roll prescribed under this Part, the Collector shall cause a copy thereof to be posted up at the mal cutcherry of the estate and of every tenure to which such roll refers and if no mal cutcherry be found, then on some conspicuous place on the said estate and tenure.

XVIII. Every person who shall deem himself to be aggrieved by any valuation to be made by any Collector under the provisions of Section XII may, within one month after the posting up of a copy of such roll as above-

mentioned, appeal to the Commissioner of the division against such valuation, and the decision of such Commissioner shall be final and conclusive.

XIX. Every order for the levy of a fine or of expenses passed by a Collector under this Act shall be appealable to the Commissioner of Revenue within one month from the service of the first process for the levy of such fine or expenses. Pending such appeal, and until the order of the Commissioner which shall be final all process for such levy shall be discontinued.

Orders for levy of fine appealable.

Assessment and Payment.

XX. From and after the commencement of this Act in any district, all lands in such district shall be liable to the payment of District Road Cess at such rate not exceeding one-half of an anna in the rupee of the annual value of such lands as the District Committee in manner hereinafter provided shall determine.

Maximum rate.

XXI. (1)—Every holder of an estate shall yearly pay the entire amount of the road cess calculated on the annual value of the lands comprised in such estate, at the rate at which the road cess shall have been assessed as hereinafter provided, less a deduction to be calculated at one-half of the said rate for every rupee of the revenue entered in the valuation roll of such estate as payable in respect thereof.

(2)—Every holder of a tenure shall yearly pay to the holder of the estate or tenure within which the land held by him is included, the entire amount of the road cess calculated on the annual value of the land comprised in his tenure at the rate at which the road cess shall have been assessed as hereinafter provided, less a deduction to be calculated at one-half of the said rate for every rupee of the rent paid by him for such tenure.

(3)—Every cultivating ryot shall pay to the person to whom his rent is payable one-half of the said road cess calculated upon the rent payable by him, or upon the annual value, ascertained under the provisions of section XIII, of the land held by him.

XXII. When the rate of road cess to be levied in any district shall have been determined for any year by the District Committee in manner as hereinafter provided, the Collector shall cause to be served on every holder of an estate within the district a notice showing the amount of road cess payable by such holder, and specifying the date from which such road cess shall take effect. And thereupon the said holder shall pay the amount of such road cess to the said Collector, by equal instalments, on the several days fixed for the payment of the instalments of the Government revenue due in respect of his estate, if revenue be payable thereon; and if no revenue be payable thereon, then upon such days as shall be for that purpose appointed by any order of the Lieutenant-Governor made under the provisions hereinafter contained.

XXIII. If any instalment of such road cess or part thereof payable to the Collector shall not be paid, the person making default shall at any time within three years next after the

Time of payment of road cess by zemindars.

Road cess how to be recoverable.

same has become payable, be liable to pay the amount of the arrear, and such amount may be levied by an order in writing of the Collector, and the provisions contained in Section X shall apply to such order; or the Collector may, if he see fit, after recording his opinion to that effect, cause a notice in form in Schedule (C) contained to be served for the estate or tenure for which default has been made, and thereupon every payment of rent save to the Collector or to some person by him thereunto appointed made after such service shall be null and void; and the Collector may recover by any process of law in that behalf for the time being in force the rent then or thereafter to become due from any occupier or tenure-holder on the said estate until the said amount with all costs shall be realized; whereupon the said notice shall be ordered to be revoked; and the receipt of the Collector in respect of all sums so recovered shall be to the extent of such sums a valid discharge in respect of rent due by such occupier or tenure-holder. The claim of the Collector for arrears of road cess due from any estate or tenure for which a notice has been served under this section shall have priority over any other demand or claim or lien subsisting thereupon.

XXIV. The payment for road cess by the holder of a tenure, or by a cultivating ryot, shall be made in the proportion of the kists of rent payable in respect of such tenure or ryottee holding; and if there be no rent payable in respect thereof, then by two equal half-yearly instalments, upon such days as shall be for that purpose appointed by any order of the Lieutenant-Governor made under the provisions hereinafter contained.

XXV. Every holder of an estate or tenure to whom any sum may be payable under the provisions of this Act, may recover the same in the same manner and under the same penalties as if the same were arrears of rent due in respect of the land in respect of which such sums may be payable. And any shareholder in an estate or tenure who may have paid the road cess payable in respect of such estate or tenure, may recover from his co-sharers such sum as may be payable in respect of their shares as arrears of rent; or may take credit for such payments in any adjustment of accounts between himself and his co-sharers.

XXVI. All lands held without payment of rent other than lands mentioned in Section IX, and not being estates entered on the register of revenue-free tenures of the district, shall, for the purposes of this Act, be deemed to form a part of the tenure within the local boundaries of which they may be included, and if they be not included within the local boundary of any tenure, then to be a part of the estate within the local boundaries of which they are included, and if they be not included within the local boundaries of any estate, then to be a part of such conterminous estate as the Collector, in whose district such conterminous estate is situated, shall, by an order under his seal, appoint. And road cess in respect of such lands shall be payable by the holder of the estate or tenure of which they are deemed to form a part, and shall be recover-

able under the provisions of Section XXIII or Section XXV as the case may be. Or such lands may, if the Collector shall see fit, be entered on a separate register to be kept for the purposes of this Act by the Collector, and thereupon road cess shall be payable thereon, and shall be recoverable in respect thereof as if the same were an estate.

XXVII. It shall be lawful for the person to whom any sum shall, under the provisions of the section next preceding, have been directly paid by the holder of any tenures for which no rent is paid, to retain one-fourth thereof as and for his remuneration for costs and risk of collecting the same.

PART III.

ROAD CESS ON MINES, RAILWAYS, &c.

XXVIII. From and after the commencement of this Act in any district, every mine, quarry, tramway, or railway, or other immoveable property not included within the provisions of Part II and Part IV of this Act, situated therein, shall be liable to the payment of road cess at such rate not exceeding one-half anna on every rupee of the annual net profits of such mine, quarry, tramway, or railway, or other property as aforesaid as the District Committee may as hereinafter provided determine to be the rate in the rupee leviable in respect of the annual value of land under Part II.

XXIX. At the time, in the manner, and under the penalties provided by Section VI of this Act, the Collector shall cause a notice to be served upon the owner, chief agent, manager, or occupier of every mine, quarry, tramway, and railway in his district: such notice shall be in the form provided by Schedule D of this Act, and shall require such owner, chief agent, manager, or occupier to send in to the office of the Collector a return of the annual net profits of such property calculated on the average of the annual net profits thereof for the last three years for which accounts were made up. It shall be lawful for the Collector, upon sufficient grounds for so doing being proved to his satisfaction, from time to time to extend the period for lodging any such return.

XXX. Whenever any property assessable under this Part lies in two or more districts under the Lieutenant-Governor of Bengal, the notice to furnish a return under Section XXIX of this Act shall be served on the owner, chief agent, manager, or occupier of such property by or through the Collector of the district where such owner, chief agent, manager, or occupier may reside or have his chief place of business, and one return for the whole of such property shall suffice.

XXXI. Whenever any property assessable under this Part lies partly within and partly outside the territories subject to the Lieutenant-Governor of Bengal, the return sent in under Section XXIX of this Act shall state the total annual net profits calculated as aforesaid accruing from such property, and also the proportion of such profits which may reasonably be calculated to accrue in the territories subject to the Lieutenant-Governor of Bengal.

XXXII. If such return be not furnished within the period of three months or any extension thereof from the date on which such notice was served, or if the

If return not furnished, Collector to make valuation.

Collector shall deem that any return made in pursuance of such notice is untrue or incorrect, the Collector shall proceed to ascertain and determine, by such ways or means as to him shall seem expedient, the annual net profits of such property calculated as aforesaid, and all expenses incurred in making such valuation shall be borne by the person by whom, or the property in respect of which, the default occurred, and shall be recoverable in manner as is provided by Section X for recovery of fines.

XXXIII. So soon as the Collector shall have ascertained and determined the annual net profits as aforesaid of any such property, he shall cause to be served upon the owner, chief agent, manager, or occupier of such property, a notice informing him of the amount of the annual net profits so ascertained and determined by him. Any person who, having made a return under Section XXIX, may deem himself aggrieved by any valuation made by the Collector under the next preceding section may, within one month from the service of such notice, appeal to the Commissioner of the Division, and the decision of the Commissioner on such appeal shall be final.

If return untrue, Collector to make valuation.

XXXIV. If the Collector be unable to ascertain the annual net profits as aforesaid of any property assessable under this Part, he may in such manner as may seem fit to him, ascertain and determine the value of such property, and shall thereupon determine six per centum on such value to be the annual net profits thereon. The expenses incurred under this section shall be borne by the person by whom, or the property in respect of which, the default occurred, and shall be recoverable in manner provided by Section XXXII.

XXXV. Whenever any property assessable under this Part lies in two or more districts to which this Act shall have been extended, the Lieutenant-Governor of

Annual net profits.

Bengal shall from time to time determine out of the total annual net profits stated in the return, or in the valuation of such profits accruing in the territories subject to him, and ascertained in any manner as aforesaid, the proportions in which such property shall be assessed in each of the said districts respectively.

Determination of proportion of profits when property in different districts.

XXXVI. When the rate of road cess to be levied in the district upon property assessable under this Part shall have been determined for any year by the District Committee in manner as hereinafter provided, the Collector shall cause to be served on the owner, chief agent, manager, or occupier of every such property a notice showing the amount of road cess payable in respect of such property, and specifying the date from which such cess shall take effect. And such amount shall be payable by such owner, chief agent, manager, or occupier, to the Collector in two equal instalments, the first on the expiry of six months, the second on the expiry of nine months after the date hereinafter provided for the cess to take effect. Every occupier of such property, who shall have paid in excess of half of such amount shall be

Notice of road cess and recovery thereof.

entitled to deduct such excess from the next instalment of rent payable in respect of such property; and every owner who has paid in excess of half of such amount shall be entitled to recover such excess from the occupier thereof; provided that in no case shall an occupier deduct from his annual rent more than half of the rate of the road cess on every rupee thereof. If any instalment of cess which has become payable under this section shall not be paid to the Collector, the amount thereof may thereupon at any time within three years next after the same has become payable, be recovered by sale of moveable property of the person liable to pay the same in any manner as is provided by Act VIII of 1859 in execution of a decree for money.

XXXVII. The total road cess payable in respect of property assessable under this Part, owned by the same person in two or more districts, shall be payable to the Collector of the district where the owner, chief agent, manager, or occupier may reside or have his chief place of business, and shall be by him transmitted to the Collectors of the districts in respect of which such cess shall be payable, in the proportion in which such Collectors shall be severally entitled thereto.

XXXVIII. From and after the commencement of this Act in any district, all houses within such district, of any of the classes mentioned in Schedule (E) save as hereinafter is provided, shall be liable to the payment of road cess from such date.

XXXIX. The said cess shall be payable by the occupiers of the houses respectively liable thereto, according to the rates to be determined by the District Committee in manner as hereinafter provided, not exceeding the rates set forth in Schedule (E) annexed to this Act; provided that every occupier who shall have paid the cess due in respect of the house which he occupies, may deduct one-half of the sum so paid from the next instalment of rent which may become payable by him in respect of the said house.

PART IV.—ROAD CESS ON HOUSES.

Mode of assessment and levy thereof.

XL. No person by whom any road cess is payable under the provisions of Part II or Part III of this Act, shall be liable to pay road cess in respect of any house occupied by him unless such person shall carry on some trade or profession therein, the profits of which are not derived from the property in respect of which he pays cess under the provisions of the said Parts. And no house occupied exclusively as a place of worship shall be liable to road cess under this Act.

XLI. The value of the houses liable to such cess shall be determined in places and villages to which the provisions of Act XX of 1856, or of "The Village Chowkedaree Act, 1870," passed by the Lieutenant-Governor of Bengal in Council, shall have been extended, by the punchayets of such places and villages, respectively; and in all other places and villages by assessors to be respectively appointed thereto by the Collector. The Collector shall, as soon as conveniently may be after this

XLII. The value of the houses liable to such cess shall be determined in places and villages to which the provisions of Act XX of 1856, or of "The Village Chowkedaree Act, 1870," passed by the Lieutenant-Governor of Bengal in Council, shall have been extended, by the punchayets of such places and villages, respectively; and in all other places and villages by assessors to be respectively appointed thereto by the Collector. The Collector shall, as soon as conveniently may be after this

XLIII. The value of the houses liable to such cess shall be determined in places and villages to which the provisions of Act XX of 1856, or of "The Village Chowkedaree Act, 1870," passed by the Lieutenant-Governor of Bengal in Council, shall have been extended, by the punchayets of such places and villages, respectively; and in all other places and villages by assessors to be respectively appointed thereto by the Collector. The Collector shall, as soon as conveniently may be after this

Act has come into force in his district, send written notices to such assessors and punchayets, respectively, requiring them forthwith to determine the value of the said houses. Every punchayet and assessor shall severally prepare and deliver to the Collector within two months of the receipt of such notice a valuation roll, which roll shall be in such form as the Lieutenant-Governor shall prescribe under the provisions of Section XCVII of this Act.

XLII. In case any punchayet or assessor who by the provisions herein-Collector may value before contained, is charged with the duty of making any valuation under this Part, shall fail to prepare and deliver to the Collector such valuation roll within the time aforesaid, the Collector shall appoint some person to make such valuation, and to prepare and deliver to him such roll; and the valuation made by such person shall have the like force and effect as if the same had been made by the punchayet or assessor aforesaid.

XLIII. Every punchayet or assessor, or other person appointed under the provisions of the next preceding section, shall cause the said valuation roll to be published by posting copies thereof, in the language of the district, in some conspicuous position in the place or village to which it relates, and, in the case of any union in some conspicuous position in each village comprised within such union; and shall thereupon forward copy of such roll to the Collector.

XLIV. The Collector may, within two months of the receipt of the said copy, cause the said valuation to be tested by a Superintendent or other person as aforesaid thereto appointed by him. The valuation fixed by the punchayet or assessor shall be final, except in cases where the said Superintendent shall increase the same, and such increased valuation shall be published as in the next preceding section is provided. Any person who may deem himself aggrieved by such increased valuation may appeal within one month of the publication thereof to the Collector, and the order of the Collector thereon shall be final.

XLV. The road cess payable in respect of any house situate in any place or village to which the provisions of either of the Acts mentioned in Section XLI shall have been extended, shall be levied from the occupiers thereof half-yearly in two equal instalments, the first becoming due on the expiry of six, and the second on the expiry of nine months after the date fixed as hereinbefore provided, from which the cess under this Part shall take effect, by such person and by such ways and means as if the same were a rate or tax payable under the provisions of the Act extended to such place or village; provided that the limitation of six months prescribed in section XLVII of Act XX of 1856, shall in respect to the said road cess on houses, be extended to one year.

XLVI. Every sum in respect of road cess on houses which shall be by any person be recovered under the provisions aforesaid, shall be with all convenient speed transmitted by him to the Collector, or to such person as the Collector may appoint to receive the same.

XLVII. In every place other than those to which the provisions of Act XX of 1856, or of "the Village Chowkeedaree Act, 1870," shall have been extended, the road cess which may be payable in respect of any house therein shall be payable to the assessor of such place by the occupier thereof by two equal instalments payable as aforesaid.

XLVIII. Any such instalment, if not paid no or before the tenth day after it has become due and payable, may be levied in the manner prescribed for the levy of an arrear of village chowkeedaree tax in Sections XXV to XXXIII inclusive, of the Village Chowkeedaree Act, 1870, and for the purposes of such levy the said assessor shall exercise the powers of a punchayet under Section XXV and of the collecting member of such punchayet under Section XXVI of the said Act.

PART V.—LOCAL COMMITTEES.

Constitution of District Committees.

XLIX. In and for any district to which this Act shall have been extended, the Lieutenant-Governor shall from time to time appoint, or cause to be elected under such rules in regard to qualification election and discharge as may by him be prescribed, for such period not exceeding two years as to him may seem fit, any number of the road-cess-payers of such district their managers or agents to be members of a district committee for carrying out the purposes of the Act.

L. The Lieutenant-Governor may, from time to time, discharge any one or more of the members of the committee so appointed who shall desire to be discharged, or refuse or become incapable to act, or whom for any cause which he may deem sufficient, he may think it expedient to remove.

LI. In addition to the members appointed or elected as aforesaid, the Lieutenant-Governor shall have power to direct, by any writing signed by him, that all persons holding the offices in such writing specified shall be ex-officio members of the committee for any district in which they exercise the said offices, and in which this Act shall have come into force.

LII. The number of members of a district committee holding salaried offices under the Government shall not be more than one-third of the total number of the said committee.

Their mode of transacting business.

LIII. The Collector of the district shall be the chairman of the district committee, and the vice-chairman shall be elected by the said committee.

LIV. The committee shall have an office within the district in and for which they shall have been appointed, where they shall meet for the transaction of business at least once in every quarter of a year.

LV. The chairman or, in his absence, the vice-chairman shall preside at every meeting of the committee. In the absence of both the chairman or vice-chairman the members present shall elect a president for the occasion.

LVI. The chairman or in his absence vice-chairman may, whenever he thinks fit, and shall, upon a requisition made in writing and signed by not less than one-third of the members, convene a meeting.

LVII. At least ten days' notice shall be given of every meeting. Every notice shall state the business to be transacted at the meeting proposed to be called; and no business other than that so stated shall be transacted at such meeting.

LVIII. The quorum necessary for the transaction of business at a meeting shall be one-third of the total number of members forming the committee at the time of the meeting.

LIX. If at the time appointed for the meeting, or such time not exceeding one hour thereafter, as the majority of the members present shall think fit, a quorum is not present, the meeting shall stand adjourned till some future day, to be appointed by the chairman or vice-chairman of the committee, and ten days' notice of such adjourned meeting shall be given. The members present at such adjourned meeting shall form a quorum, whatever their number may be.

LX. All questions which may come before the committee at any meeting shall be decided by a majority of votes of the members present. Every member shall have one vote. In case of equality of votes, the president shall have a casting vote.

LXI. The minutes of the proceedings of every meeting shall be recorded in a book to be kept for that purpose in the office of the committee, and any person resident in, or owning land in the district may at all reasonable times inspect and examine such book without payment of any fee, and may obtain a certified copy of any extract therefrom on payment of such fees as the Lieutenant-Governor may direct.

LXII. All correspondence between the committee and the local Government shall pass through the Commissioner of the Division. who in all things under this Act shall be subject to the control and supervision of the Lieutenant-Governor. The committee shall furnish him with any information he may call for connected with the duties imposed upon them by this Act.

Their Functions.

LXIII. The first meeting of a district committee shall be convened by the chairman at such time as he shall think fit, and shall proceed to the election of a vice-chairman.

LXIV. The committee at a subsequent meeting, to be convened by the chairman at such time as he shall think fit, may appoint, on the nomination of the chairman, and may suspend or dismiss as they may think fit, such officers, engineers, clerks, and servants, as may seem to them to be necessary for carrying out the purposes of this Act, and may pay to such officers, engineers, clerks, and servants, such salaries and allowances as they may from time to time determine.

Provided that the aggregate salaries and allowances of such officers, engineers, clerks and servants for any one year shall not, except with the sanction of the Commissioner of the Division, exceed one-fourth of the entire proceeds of the road cesses at their disposal for the said year.

LXV. No member, officer, or servant of any committee shall be in any wise concerned or interested in any contract or work made with or executed for such committee; and if any such member, officer, or servant, be so concerned or interested, he shall be incapable of afterwards continuing to be a member of such committee, or holding or continuing in any office or employment under such committee, and shall be liable on conviction thereof to a fine of five hundred Rupees. Provided that nothing in this section shall apply to any person by reason only of his being a shareholder in any company incorporated by Act of Parliament or by Royal Charter or otherwise, or registered under any Act for the registration of Joint-Stock Companies, passed by the Parliament of the United Kingdom, or by any Indian Legislature, which may enter into any contract with such committee, or execute any work for such committee, if such person shall, at or before the time of any such contract being made or tendered for, declare to such committee the extent of his interest in such company, and if an officer or servant of the committee obtain the sanction of such committee to his continuing to be an officer or servant.

LXVI. The vice-chairman, within three months after his election, shall cause to be prepared a general statement of the roads, bridges, rivers, khals, and canals other than those constructed for purposes of irrigation, to be brought within the operation of this Act within the three years then next ensuing, and other than those on which tolls are collected, the proceeds of which are not paid to the district committee, and the committee shall, at some meeting to be held within one month after the submission of such statement, or at any adjourned meeting, take such statement into consideration, and may pass any statement relating thereto which they may think fit.

LXVII. The committee shall thereupon forward the statement which shall be so passed to the Commissioner of Revenue of the division.

LXVIII. The vice-chairman may in any subsequent year cause to be prepared a supplemental statement of the kind mentioned in Section LXVI, and every such supplemental statement shall be subject to the provisions of the two sections next preceding with respect to the statement therein mentioned.

LXIX. The Collector shall, at such date as the district committee shall fix, prepare and deliver to the district committee a statement showing under separate heads the estimated proceeds, for the cess year then next ensuing, of the several road cesses at the maximum rates hereinbefore provided, and also of any sum and of any sources of revenue for the said period which the Lieutenant-Governor shall have assigned to the said district.

LXX. The committee shall at some meeting to be held in such month as the Lieutenant-Governor shall determine prepare an estimate of the income and expenditure of the committee for the cess year then next ensuing, together with specifications and estimates of the works to be performed during such year, such works being a portion of, or included in, the works mentioned in the statement for the time being in force. In making such estimate the committee shall first determine the amount to be appropriated to office establishment and charges, next the amount to be appropriated to the repair of roads, bridges, rivers, khals and canals then existing, and afterwards the amount to be appropriated to the construction of new roads or canals; provided that no portion of the District Road Fund of any one district shall, save with the previous sanction of the Lieutenant-Governor, be appropriated for the construction, repairs, maintenance, or improvement of roads or bridges, or any other means of communication within any other district.

LXXI. Every such estimate shall be forwarded by the vice-chairman to the Commissioner, and the Commissioner may approve such estimate or may return such estimate for revision in such respects as he may point out, or may alter or vary the total amount thereby proposed to be expended. Provided always that it shall not be lawful for the Commissioner to alter or vary any estimate which shall have been approved by not less than two-thirds of the members of the committee present at the meeting at which such estimate shall have been adopted.

LXXII. The total amount in and by any estimate proposed to be expended in any one cess year shall not exceed the proceeds estimated to be at their disposal for that year of the several road cesses hereinbefore directed to be imposed within the district at the maximum rates at which they are respectively leviable, together with any sum and the annual proceeds of any source of revenue which shall have been placed by the Lieutenant-Governor at the disposal of the committee.

LXXIII. Whenever any estimate shall have been altered or revised by the Commissioner as hereinbefore is provided, the committee shall cause a supplemental estimate to be prepared, and in case the amount proposed to be expended shall have been increased by such alteration or revision, shall at a meeting provide for the expenditure of such increased sum, within the limits in the next preceding section specified; and in case such sum shall have been similarly diminished, shall therein determine the works proposed in the original estimate which are to be altered or abandoned.

LXXIV. When and so soon as the amount for any one cess year proposed to be expended shall have been determined as hereinbefore is provided, the committee shall at a meeting, after deducting therefrom the amount which may be placed at their disposal as aforesaid, together with the estimated proceeds of any sources of revenue assigned to them, determine the several rates of cess under this Act required to produce the residue, and such rates shall be the rates at which the several

cesses shall be respectively leviable for the ensuing year.

LXXV. So soon as the said rates shall have been determined as aforesaid, the committee shall inform the Collector thereof, and the Collector shall cause a proclamation to be issued in his district declaring the same. Such proclamation shall be published in manner as in Section V is directed. And the said rates shall be reported by every Collector to the Lieutenant-Governor, who shall forthwith cause the same to be published in the *Calcutta Gazette*.

Branch Committees.

LXXVI. In any district to which this Act shall have been extended, the Lieutenant-Governor of Bengal shall appoint, or cause to be elected under such rules as he may prescribe, as many branch committees as he shall think fit, and shall appoint a chairman and vice-chairman thereof respectively, and shall define the portion of such district within which any branch committee shall exercise the powers conferred and discharge the duties imposed upon them by this Act.

The provisions in Sections L to LII and L.IV to LXI respecting district committees shall apply so far as the same are suitable, to such branch committees.

LXXVII. Every such branch committee shall be, except as hereinafter provided, subordinate to the district committee, and shall forward to the district committee such statements, suggestions, and estimates as it may think fit, and the district committee shall consider and have regard to such statements, suggestions, and estimates in framing the statements and estimates hereinbefore directed. And such branch committee may select any member thereof to be an additional member of the said district committee who shall thereupon, for the space of one year, become a member thereof.

LXXVIII. It shall be competent to the Lieutenant-Governor in each year to assign to any branch committee so much of the road fund levied for that year in the district for portion of which such branch committee is appointed as he may think fit, not exceeding the total proceeds of all cesses leviable within the said portion of the district; and further, to allot to the said branch committee so much of the balance of the said fund as shall not relatively to the said balance exceed the proportion which the said assigned proceeds bear to the total proceeds of cesses levied for the said year throughout the entire district.

LXXIX. In any case where the Lieutenant-Governor of Bengal may declare that a branch committee shall have the full powers of a district committee within the said portion of the district, the district committee shall cease to exercise powers under Section LXIV, LXV, LXVI, LXX, and LXXIII, within such portion of the district: and such powers shall then vest in the branch committee; and in any case where the Lieutenant-Governor of Bengal may declare that a branch committee shall have the powers of a district committee for specified works

or specified purposes only, the powers of the district committee in respect of such works and such purposes only shall cease within the said portion of the district.

LXXX. Any branch committee so vested with power as in the next preceding section provided, shall prepare an estimate in regard to such assignment and allotment similar to that required by section LXX to be prepared by the district road committee in regard to their annual income and expenditure.

LXXXI. The provisions of sections LXXI, LXXII, and LXXIII shall apply to such estimate; provided that the aggregate annual amount to be expended by the branch committee last aforesaid shall not exceed the aggregate of the said annual assignment and allotment.

PART VI.—DISTRICT ROAD FUND.

LXXXII. The District Road Fund under this Constitution of District Road Fund. Act shall consist of the amount produced by the several road cesses, and of all sums levied or recovered as fines or penalties or otherwise under this Act, and of all sums, and the proceeds of all sources of revenue assigned by Government thereto.

LXXXIII. The Lieutenant-Governor shall, on or before the date fixed as that from which the several road cesses under this Act shall take effect in any district, assign to the district committee appointed therein all such sums as may have been collected within the said district during the financial year then last completed, on account of any road cess payable otherwise than under the provisions of this Act, and such sums shall by the said committee be added to the district road fund.

LXXXIV. The District Road Fund shall be lodged with the Collector, and the Collector shall keep a separate account thereof, and shall cause to be prepared an annual statement of such account, showing in detail therein all receipts and disbursements during the cess year.

LXXXV. All payments on account of the District Road Fund shall be made by the Collector out of the said fund upon cheques to be signed by the vice-chairman of the committee for sums under one hundred Rupees, or by the chairman and vice-chairman for sums above that amount. When the vice-chairman is absent, or from any cause incapacitated to sign cheques, the chairman shall sign cheques on behalf of the vice-chairman.

LXXXVI. The Collector shall forward to the vice-chairman in every month an account of his receipts and disbursements on account of the District Road Fund for the previous month.

LXXXVII. The committee shall keep regular and detailed accounts of the monies received or applied by them under the provisions of this Act and of their application, and such accounts shall be, at all convenient seasons, open to the inspection of all members of the committee.

LXXXVIII. The vice-chairman shall, in every year, prepare a detailed account current of the receipts and expenditure of the District Road Fund during the previous cess year, and such account shall within one month of the submission thereof be examined by the vice-chairman together with three members of the committee appointed in its behalf by the district committee. Such members shall have power to call for all vouchers and papers they may require, and may amend, correct, and pass the said account.

The account so passed shall be submitted to a meeting of the committee to be convened to consider the same within one month from the receipt thereof.

LXXXIX. Within one month after the account of the next preceding cess year shall have been examined as aforesaid, the committee shall submit to the Commissioner a copy of such account and a report of the work done and in progress in such year, and such account and report shall be published at the expense of the District Road Fund in a *Calcutta Gazette*, together with such remarks thereon as may have been received from the Commissioner.

XC. The District Road Fund shall be applied—

in paying the necessary expenses for carrying out the provisions of this Act, including establishment and charges incurred by the collector;

in the payment of the staff and establishment appointed under the provisions hereinbefore contained;

in the construction, repair, improvement, and maintenance of roads, bridges, rivers, khals, and canals other than those constructed for purposes of irrigation, and other than those on which tolls are collected the proceeds of which are not paid to the District Committee.

PART VII.—GENERAL PROVISIONS.

XCI. Every valuation under Part II and Part IV, shall remain in force and effect for the term of five years from the date fixed as hereinbefore provided for the several cesses leviable in pursuance thereof to take effect and until a new valuation and assessment shall have been completed.

XCII. After the expiration of the said five years the Collector may cause a new valuation roll under Part II, or under Part IV, or under both, to be prepared, and for that purpose may cause such proclamations and notices to be issued and served, and such returns to be made as are hereinbefore directed, and shall have such powers and authorities as are in the said Parts respectively conferred.

XCIII. New valuations under Part III shall be made by the collector every year, and the collector may for that purpose cause such notices to be issued and served, and such returns to be made, and shall have such powers and authorities, as are in the said Part mentioned and conferred. Provided that whenever any return made under section XXIX of this Act shall be accepted by the collector for any year, the owner, chief agent, manager or occupier of such property may, if he see

fit, declare in writing at the time of such acceptance that the annual net profits set forth in such return shall, for the purposes of this Act, be the annual net profits for the five years then next ensuing. And thereafter no new valuation shall be made for such property until the said five years shall have expired.

XCIV. Every return filed by or on behalf of any person in pursuance of the provisions of this Act shall be signed by him or his authorized agent, and shall be admissible in evidence against him, but shall not be admissible in his favor.

XCv. Every notice in and by this Act required to be served, may be served—

1.—By delivering the same to the person to whom it is directed, or on failure of such service, by posting the same on some conspicuous part of the house in which the said person resides, or by delivering the said notice to any agent authorized to appear generally for the person to whom such notice is directed; or

2.—By sending a registered letter containing such notice directed to the said person at his usual place of abode, or to the place where he may be known to reside, or

3.—By posting a copy of the notice at the mal cutcherry of the estate or tenure; or if no such mal cutcherry be found, on some conspicuous place on the said estate or tenure to which such notice relates, and by delivering, in the case of estates paying their annual revenue by four instalments, another copy thereof to the agent who shall have paid an instalment of revenue next after the preparation of such notice.

XCVI. The costs of service of all notices by this Act required to be served shall be defrayed from the District Road Fund.

XCvII. It shall be lawful for the Lieutenant-Governor of Bengal, by an order published in the *Calcutta Gazette*, to make such rules for the performance of the duties of the district and branch committees, and otherwise for carrying out the purposes of this Act, and to prescribe such forms for the notices, returns, valuation rolls, estimates, account books, reports, and statements required by the provisions hereinbefore contained, and for which forms are not hereby given, as to him shall seem meet, and to fix the dates for payment of instalments under Sections XXII and XXIV and by any other order, to be in like manner published, to alter, vary, or revoke any such rules or forms, or to substitute others in lieu thereof; and all such rules and forms shall, so far as they are in accordance with the provisions of this Act, have the same force and effect as if they had been inserted herein.

SCHEDULE A.

No. 1—Form of return prescribed by Section F.

Amount of Government revenue in case of an estate: or of rent in case of a tenure: Rs. a. p.

PART I.

District Mehul No.

Details of lands in the actual occupation and cultivation of the person submitting the return:—

1	2	3	4	5
Pergunnah in which land is situated.	Name of village in which land is situated.	Area of land.	Deduct area of land situated within any municipal boundary.	Annual value of remaining land.

PART II.

District Mehul No.

Details of lands held by cultivating ryots paying direct to the person submitting the return:—

1	2	3	4	5	6
Pergunnah in which situated.	Name of village in which situated.	Name of ryot.	Annual rent.	Deduct rent of land included in any municipality.	Balance of net rent assessable to road cess.

PART III.

District Mehul No.

Details of the tenure-holders paying to the person submitting the return:—

1	2	3	4
Name of tenure-holder and person paying rent for him borne on the books of holder of estate or tenure.	Name of village, pergunnah, and district in which such persons reside.	Name of village in which tenure is situated.	Annual rent paid by tenure holder.

PART IV.

District Mehul No.

Detail of lands for which no rent is paid included in the estate or tenure of the person submitting the return so far as may be known to him:—

1	2	3	4	5
Pergunnah in which situated.	Name of village in which situated.	Name of holder.	Name of village in which lands are situated.	Estimated annual value.

I, X. Y. Z. do declare that the statements contained in the above return are true to the best of my knowledge, information, and belief.

Signed.

N. B.—This return must be signed by the holder or his authorized agent.

No. 2—Form of Notice upon an estate or tenure under Section VI.

District of

Notice under District Road Cess Act 1871.

The holders of estate or tenure (*description of the land to be filled in*) in the district of _____, and all others interested therein are hereby required to lodge in the office of the Collector of the said District a return, in the form hereunto annexed, of all lands comprised in such estate or tenure and the rents paid therefore. Such return must be signed by such holder or his authorized agent and be so lodged within the space of three months from the service of this notice, (unless within the said three months you obtain from the Collector an extension of the said space of three months) under a penalty of a daily fine of fifty rupees for every day after the expiry of such period or extension thereof until such return shall be presented. Take notice, further, that no rents

due in respect of the said estate can be recovered by suit after such period until such returns be so lodged.

(Sd.) A. B.,
Collector.

COLLECTOR'S OFFICE,
Dated

SCHEDULE B.

Form of return under Section IX.

District of

Notice under District Road Cess Act 1871.

The owner, chief agent, manager or occupier of situated in the district of is hereby required to lodge in the office of the Collector of the district of, a return in the form hereunto annexed, showing the amount of land under cultivation at the date of this return in the said. Such return must be signed by him and be lodged within the space of three months from the service of this notice, (unless within the said three months you obtain from the Collector an extension of the said space of three months) under penalty of a daily fine of fifty rupees for every day after the expiry of such period or extension thereof until such return shall be presented.

Annexed form of return.

District

Detail of lands acquired under any rules for the sale, grant, or clearance of waste lands, or held direct from Government and used for the cultivation of tea, coffee, or cinchona under the control of the persons submitting the return.

1	2	3	4	5	6
Districts	Pergunnahs	Name of owner, agent, manager, or occupier.	Entire area of land.	Area of lands under cultivation in acres.	Aggregate value at Rs. 10 per acre of land in column 5.
In which the land lies					

I, X. Y. Z., do declare that the statements contained in the above return are true to the best of my knowledge information and belief.

Signed.

N. B.—This return must be signed by the owner, chief agent, manager or occupier.

SCHEDULE C.

Form of notice under Section X.

District of

NOTICE UNDER DISTRICT ROAD CESS ACT 1871.

The occupiers and tenure-holders on estate or tenure (description of the land to be filled in) are hereby prohibited, until further order of the collector, from making any payment of rent now or hereafter to become due from them in respect of any land comprised within such estate or tenure except to the collector or to (name of person) hereby appointed to receive the same. The collector will grant receipts for all sums paid, and such receipts will, under the provisions of the above Act, be a valid discharge in respect of rent due or hereafter to become due as above stated by the

holder of such receipt. All payments, except to the collector, until further order, will be null and void.

(Sd.)
Collector.

SCHEDULE D.

Form of notice to be served under Section XXIX.

District of

NOTICE UNDER THE DISTRICT ROAD CESS ACT.

The owner, chief agent, manager, or occupier of the situated in the district of is required to lodge in the office of the Collector of the district of a return in the form hereunto annexed, showing the net profits of the calculated on the average of the profits of the last three years for which accounts have been made up. Such return must be signed by him or his authorized agent and be lodged within the space of three months from service of this notice, unless within the said three months you obtain from the Collector an extension of the said space.

(Sd.) A. B.,
Collector.

COLLECTOR'S OFFICE,

Dated
To

Annexed form of return.

DISTRICT

Detail of yearly profits of mines, quarries, railways, and tramways, in the possession or under the control of the person submitting the return.

1	2	3	4
Districts	Pergunnahs	Name of holder or manager.	Annual net profits per annum on the average of the last three years for which accounts have been made up.
In which the property lies			

I, X. Y. Z., do declare that the statements contained in the above return are true to the best of my knowledge, information, and belief.

Signed.

N. B.—This return must be signed by the owner, chief agent, manager or occupier.

SCHEDULE E.

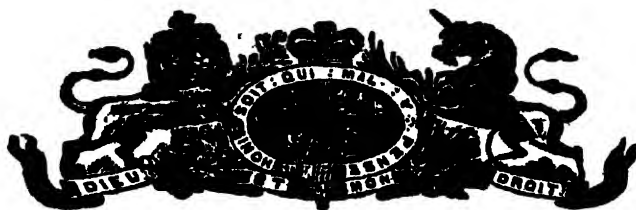
ANNUAL RATES OF ROAD CESS ON HOUSES

SECTION XXXVIII.

Dwelling houses estimated to be of the present value of—

	Rs.	Yearly Cess.
Not less than Rs. 100 but less than Rs. 500...	1	
" " 500 " " 1,000...	2	
" " 1,000 " " 2,000...	3	
" " 2,000 and upwards	2 Rs. for every Rs. 1,000 or part thereof of estimated present value.	

Shops and buildings used for purposes of trade, whose estimated present value is more than Rs. 25 and less than Rs. 100, to pay a yearly tax of one rupee.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, JULY 12, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, the 8th July 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

A. R. THOMPSON, Esq.,

S. C. BAYLEY, Esq.,

V. H. SCHALCH, Esq.,

C. E. BERNARD, Esq.,

MOULVIE ARDOOL LUTEEF, KHAN BAHADOOR,

F. F. WYMAN, Esq.,

RAJAH JOTEENDRO MOHUN TAGORE, BAHADOOR,

T. H. WORDIE, Esq.,

and

BABOO DIGUMBER MITTER.

DISTRICT ROAD CESS.

MR. SCHALCH moved that the report of the select committee on the Bill to provide for local rating for the construction and maintenance of roads and other means of communication be taken into consideration in order to the settlement of the clauses of the Bill. He said that the amendments and alterations which had been made by the committee were specified in the report. He did not therefore propose to give any general explanation of what those amendments were, but he would reserve any observations he had to make with regard to them as each section came before the Council.

THE PRESIDENT said that in putting the motion to the Council, he would like to take the opportunity of tendering his best thanks to the select committee for their labours in regard to this Bill. He believed that the Bill had emerged from the committee very vastly improved, and he might say, without any disparagement to the eminently able and useful labours of the official members of the committee, that we were also most especially indebted to the non-official members of the Council who sat upon the committee, and who had been good enough to afford us their assistance in this matter. We feel the more under obligations to those hon'ble members, inasmuch as he believed they were originally not wholly prepared to accept the principle upon which the Bill was founded. Nevertheless, that principle having been asserted and accepted by this Council, those hon'ble members (Baboo Digumber Mitter and Mr. Wordie) had been good enough to give us most loyal and able assistance in carrying out the details of this Bill. And His Honor had no hesitation in saying that from all that he had learned and seen, he believed we may congratulate ourselves upon this, that owing to the labours of those hon'ble members the Bill had been put into a very much more practical and workable form; that was to say, that owing to the labours of those members of the committee, it had emerged from the hands of the committee in a shape in which he hoped the Council and the public may be able to accept it with very little further amendment.

As respects the important amendments which had been noticed by the committee in their report, he would only notice one or two points. No doubt, as a matter of theory, the Bill, as an instrument for obtaining a complete valuation of all lands in Bengal, would not be now so perfect, since the option had been given of assessing estates paying under one hundred rupees in what he might call a somewhat arbitrary manner. But, individually, His Honor was convinced that enormous practical advantage would result from this amendment, inasmuch as the recorded number of estates would be enormously diminished, the work of rating would be smaller, the diminution of work would be great, and possibly the diminution of receipts would be small.

Then, as respects another very important amendment, made with the view of meeting objections which had been expressed both in and out of this Council—the amendment which has struck out the harsh and peremptory use of the Sale Law, and substituted a more moderate means of recovering arrears of assessment under this Act—he might say that he himself looked upon that amendment as a great improvement. He was aware that this amendment would not be popular with collectors: it was an amendment which would throw upon them a very considerable additional burden. He was even free to confess that some of our most experienced officers had doubts as respects the working of this portion of the Bill as it was now amended by the select committee. It was possible that they might be justified by after events: at the same time, speaking for himself, he would say that the Sale Law was altogether a harsh one, and one which it would be desirable to amend as far as possible; and therefore it was in every respect both right and proper that we should at all events first try some milder means of collecting money under this Bill, and if those means failed, then we might try some harsher measure; because, if the Council should be pleased to pass this Bill, we should not allow ourselves to be trifled with, but we should, if necessary, devise some other means to collect the money. But he hoped and believed that we shall succeed in collecting the money under the mode proposed by the committee, or in any other mode which the Council might think fit to introduce into this Bill, and that we shall not have to regret having avoided a method of collection which was opposed alike to the feelings of the Council as to the general community. With these few words, he begged to put the motion to the Council. The effect of that motion would, he believed, be that the Bill would be taken into consideration in the form proposed by the select committee, and not in the form in which it was originally introduced in Council.

The motion was agreed to.

The consideration of sections 1, 2, and 3 was postponed.

Section 4 was agreed to.

Section 5 having been read—

MR. SCHALCH said, an alteration of rather an important character had been made by the select committee in this section. As the section stood, it required the holder of every estate and tenure to furnish a return; but information was called for by the Board of Revenue, and from their records a statement was prepared showing the number of estates paying a revenue to Government of over one hundred rupees, and the number of estates whose revenue fell below that amount. It was found, that taking the permanently-settled districts alone, there were 27,770 estates paying each a revenue of over Rs. 100 and aggregating within a few rupees of three crores, while there were 166,000 estates paying a revenue of something under 21 lakhs. This was altogether independent of the temporarily-settled estates. In some districts the proportion was peculiarly large in regard to small estates. In Chittagong, out of 38,118 estates, 28,000 paid less than Rs. 50, and 562 less than Rs. 100. In Sylhet there were 7,944 estates permanently settled; of these, all but 163 paid less than Rs. 100. In Cachar a similar state of things existed. We found there about 77,800 estates paying a little over $4\frac{1}{2}$ lakhs of rupees, and 20,000 estates with a revenue of Rs. 62,000—only 464 estates paying more than Rs. 100, and 25,000 paying less than one rupee. In such cases it would be very unadvisable to require these elaborate returns; and it was therefore accepted by the committee that they should prescribe a summary mode of assessment in the case of estates paying less than Rs. 100, with ample power given to the proprietors to object to the assessment, if they considered it too heavy, by giving in their returns. The mode in which that process was defined was prescribed further on in a subsequent section, and he would therefore postpone his remarks as to the procedure in respect of these estates. He would merely now mention that although the alteration in the section under consideration departed in some measure from the principle adopted in the Bill, which requires the assessments to be made upon the returns furnished by the proprietors of the gross rental of their lands, he hoped it would immensely facilitate the working of the Bill without, on the one hand, inflicting any injury on the proprietors so assessed, or on the other hand, subjecting the Government to any great loss owing to undervaluation of the tenures.

The section was then agreed.

Section 6 having been read—

BABOO DIGUMBER MITTER moved to omit from the section all the words from the word “and” in line 9 to the word “provided” in line 21. He said that the ground for making this motion would appear from the amendment which he would propose in section 7, and therefore it would be necessary to take both the amendments together.

THE PRESIDENT said, the amendment which the hon’ble member intended to propose in section 7 would, he thought, more properly come in section 6. It appeared to him that it would be quite impossible to give up the penalty provided in section 6 until some other penalty should be substituted for it. The difficulty would, he believed, be got over if the hon’ble member would move the amendment which he proposed for section 7 as an amendment in section 6.

MR. SCHALCH suggested that the consideration of section 7 should be proceeded with before section 6.

The consideration of section 6 was then postponed till after the settlement of section 7.

BABOO DIGUMBER MITTER then moved, in section 7, to omit all the words from the word “every” in line 5 to the end of the section, and substitute the following:—

“the collector may fix the annual value of the lands comprised within the estate or tenure in respect of which no return shall have been lodged, at such multiple of the revenue or rent payable therefor as he may think fit, or in any other manner as to him shall seem expedient. Provided that the holder of any such estate or tenure may, within one month from the posting of the valuation roll in respect thereof under section XVII., lodge a return in the form in Schedule (A) contained in regard to such estate or tenure, and thereupon the annual value of the lands comprised therein shall be fixed at the amount entered in such return, subject to the provisions of sections XII, XIII, and XIV. Provided further, that when lands comprised within an estate or tenure shall be valued as aforesaid, on failure to lodge the said return within the said period, no portion of the cess payable therefor shall be recoverable by the holder thereof from the holder of any tenure comprised in such estate or tenure, or from any cultivating ryot thereof.”

He said it was to obviate the necessity of the penal clauses of this Bill, that is, the levy of fines, and disqualifying defaulting parties from suing for rents, as also to dispense with the necessity to supersede the clause calling on the collector to make a valuation in cases where parties had not availed themselves of the power to submit returns, that this amendment was moved. He thought the process here proposed was just as efficacious—to compel parties to produce their papers from the fear of having to pay according to an assessment by the collector, which would be a very high surcharge, and not being able to recoup themselves from their under-tenants or ryots.

THE PRESIDENT said he must oppose this amendment as an amendment on section 7. Section 7 was a section complete in itself. It was not strictly of a penal character. It simply proposed that a man who was in a state of contumacy, who had after warning failed to submit his return, should not be allowed to use the courts for the purpose of collecting his rents. His view was that the amendment of the hon'ble member was worthy of consideration as a substitute for the penalty provided in section 6; but His Honor was altogether opposed to the substitution of any such amendment for the disability proposed by section 7. It seemed to him that whatever positive penalty we might pass in section 6, section 7 was a section that ought to stand, and one which we ought not to abandon. It was a simple disability under which the zemindar laboured who was in a state of disobedience and contumacy against the law.

BABOO DIGUMBER MITTER said, the disability might in many instances overtake innocent parties on whom notices had not been served. It was admitted on all hands in committee that there would be difficulties attending the due service of notices, and hence it would be very often that the innocent parties would suffer for the guilty. So far as regards fines, no doubt it would only be enforced on proof of due service of notice, but the disqualifying clause would be in operation until the returns called for had been lodged, whether or not the party had been previously served with the notice. It might very often happen that the first notice a man had, that he was required to file certain returns, was on his going into court, and not being allowed to sue; it was nothing but fair and proper, under the circumstance, that a reasonable time should be allowed to him from that date for submitting a return. But the disqualifying provision of the Bill would not admit of relaxation under any circumstance, save the production of the required papers. This he thought was extremely hard.

THE PRESIDENT would ask the hon'ble member whether he thought any zemindar would be so ignorant, after all these discussions, as not to know that these returns would be required.

BABOO DIGUMBER MITTER said, he believed that a vast number of zemindars were more ignorant than ryots.

MR. WORDIE asked whether the punishment was not disproportionate to the offence. In a country like this, where the revenue laws were carried out with great stringency, and where a man's estate was sold up for arrears of revenue, it would be an extreme course that for his recusancy he should not be allowed to collect his rents. He thought it could be shown, from the policy of the Government for many years back, that there ought to be some proportion between the offence and punishment. In old times capital punishment was inflicted for very trivial offences; and the punishment here proposed was of such severity that it might be called capital in the circumstances. If a man would not submit his return, fining him fifty rupees a day was a sufficient penalty, and it might be expected that he would then come forward and do what was required. But if it was said he was not to recover his rents, particularly where there might be a disposition on the part of his tenants to refuse payment, in such cases the disability to sue would act as an incentive to under-tenants to hang back and throw difficulties in the way of collection. Under these circumstances he (Mr. Wordie) thought we ought to stop at section 6, and strike out section 7 altogether.

MR. RIVERS THOMPSON said, it did not seem very clear what section it was proposed to amend. The hon'ble member who spoke last would retain the penalty under section 6, and do away with the disqualification under section 7; while, as he (Mr. Thompson) understood the amendment, the hon'ble mover

would stop at the 9th line of section 6, and do away with the penalty of fifty rupees, and qualify the procedure under section 7. It seemed to him that the two things were in some sense different. The penalty under section 6 was very much more personal than the disqualification under section 7. If the zemindar refused to furnish his return, he would be liable to a penalty of fifty rupees a day as long he chose to refuse, and under such a liability he would think twice before he withheld what he could easily supply; whereas, even with the disqualification under section 7, there were means which the zemindar could resort to for bringing his sub-tenants and ryots in accordance with his own views, and arranging so that personally he should suffer no inconvenience from the disability to sue, and thus the operation of section 7 would be a dead letter. Therefore he (Mr. Thompson) thought that the Council should first carefully consider section 6, and decide whether or not there should be a personal penalty for refusing or neglecting to give in a proper return, and then consider the further question whether the disqualification to sue should also be applied to the same recusancy. He was inclined to maintain section 6 in its integrity.

MR. WYMAN said, it seemed to him somewhat harsh to attach two penalties to one offence. He believed that the penalty of fifty rupees a day was so heavy that a recusant zemindar was not likely to incur it, and in most cases it would amount to more than was proposed to be realized as a cess. His Honor had justly remarked that no doubt a man who refused to obey the law should not have the protection of the law, and there was certainly great force in that argument. But the question was whether, if section 7 was allowed to stand as it was, the penalty of fifty rupees should be allowed to remain at its present maximum. He thought that if the fine of fifty rupees was retained at its maximum under section 6, section 7 should be done away with. Either the penalty should be reduced, or section 7 should be amended.

THE PRESIDENT said, his suggestion was that the hon'ble member should bring forward his amendment as an amendment on section 6; he thought also that the hon'ble member on the right (Mr. Wordie) had taken an exaggerated view of the severity of the penalty. All rents were not collected by process of law. To deprive a man for a few days of the power to sue till he should submit the return which he ought to have given in before, was not a very great hardship. Then, with regard to the exceptional case when a man had not it in his power to produce his return within the proper time, he might say to the collector that he laboured under such and such difficulties, and if he had good grounds, say the case of a new auction purchaser of an estate, the collector would give him more time: a case of that kind would be dealt with by the collector at his discretion. It seemed to His Honor that the provisions of section 7 were really not severe. He should like to say this with regard to section 7: we were in this stage of the Bill that we were not supposed to know who the zemindars were; we do not know who are to give in returns; we wish to have a penalty which would force some one to submit a return; and to do this, we should either impose a penalty, or disable the owner from coming into court, or do both. There seemed to him no reason why we should not do both. If the hon'ble member elected to proceed with his amendment as an amendment on section 7, His Honor should oppose it; but he should be glad, in accordance with the suggestions of the two hon'ble members who had spoken last, to give the hon'ble member the opportunity of moving an amendment with reference to section 6.

BABOO DIGUMBER MITTER said, his object was to do away with both the sections. He thought the amendment which he had proposed was stringent enough to compel the submission of returns. There was, besides, another object in view, namely, to do away with the 11th section of the Bill, which provided for valuation by the collector in cases where no return was submitted. He did not see that in making the valuation the collector had any other choice than to receive upon trust whatever the tenure-holders or the cultivating ryots might admit to be their respective rents, and these might be considerably understated; while the only other mode of fixing the valuation, *viz.* by measurement and assessment according to present value of lands comprised within the estate, would argue competency in the collector to assess the ratepayer upon more rent or profit

than he actually paid or derived, which he need not say was diametrically opposed to the principle of assessment adopted in the Bill. The amendment which he had proposed was well calculated.

MR. SCHALCH said, he believed the Council had now before them the proposed amendment of section 7. Looking into the Bill, he found that sections 6 and 7 formed practically one section, because section 7 was a mere extension of the penalty prescribed for the non-submission of the return required by section 6. He thought, therefore, that in discussing this question we must consider sections 6 and 7 of the Bill together, as well as the amendments proposed in those sections. It appeared to him that the facts of the case stood thus. Under the Bill as it stood, if the return was not submitted, the holder of an estate or tenure so failing would be liable to a daily fine; then he would not be able to sue for rent until the return should be given; and lastly, by a subsequent section power was given to the collector to value the estate or tenure on the continued persistence of the proprietor in refusing to submit the return. For that course the hon'ble member proposed to submit this, that on the lapse of the date on which the return should be given, the collector should have power at once to assess the estate either on a calculation based on a multiple of the sudder jumma, or in any other way that he thought fit, it being understood that the assessment would be a penal one in the nature of a surcharge, and probably would be put so heavy that it would force the zemindar to give in a return. Or if this surcharge should not prove effectual, a further penalty would be added, that in cases where the estate was so assessed by the collector in the absence of a return, the zemindar would have no power to recover any portion of the cess from his under-tenants, but must pay the whole himself: and the hon'ble mover of the amendments supposed that these two penalties, first, a very heavy surcharge on the estate, and secondly, that the zemindar would have to pay the entire cess, would be sufficient to procure the submission of returns. Now, with regard to this, there was, first, the difficulty of the collector surcharging. Probably, if he (Mr. Schulch) were to tell his hon'ble friend that the collector had determined to surcharge to the extent of ten or twenty times the Government revenue, he would say that it would be a sufficiently harsh measure. But on looking over many of the returns that were received in the Board of Revenue for estates under the court of wards, he found that an estate which paid a revenue of Rs. 2,500 had a mofussil jumma of Rs. 1,20,000, about $51\frac{1}{2}$ times the sudder jumma. Well, it was very clear that by taking what would appear to be a very high rate, we should in most cases be fixing a heavy surcharge, and induce zemindars to give in their returns; but there were cases in which no multiple of the revenue, that would probably be taken, would really represent the annual value of the land, and we might fairly presume that no zemindar or holder of a tenure would give in a return until he knew what assessment the collector would fix upon. You might safely say that if the collector fixed upon a value considerably less than the rental, the zemindar would remain satisfied; but if the collector fixed upon a higher sum, the zemindar would give in his return. Because if the collector fixed upon a less sum, the zemindar would have to consider whether the payment of the cess would be greater than the sum he would have to pay on his own return, deducting the amount recoverable from his under-tenants. He would wait to see which calculation would suit him best, and the effect of the amendment would be to throw back the delivery of the returns for at least three months. Then, on the other hand, the procedure proposed in the amendment would have this advantage, that if the return were not made within four months, the assessment fixed by the collector would become final, and within four months the assessments would be completed. On the other hand, under the procedure proposed by the special committee, if the returns be not given within three months, there would be still another month before the collector could proceed to make the valuation, and that operation would probably be a matter of considerable labour and delay; although it was to be hoped that these valuations would have to be made only in very exceptional cases, since the penalties prescribed by the Bill would first be inflicted, and under them the returns would probably be given. We had then to consider whether it was better to adopt the procedure suggested in the amendment, with the probability of possible loss by under-valuation, accompanied with the delay of a month, or

whether we would adhere to the sections as they stood in the Bill. He thought there were advantages on both sides. The chief objection to the amendment was, in his opinion, that it tended to set aside the principle of the Bill, which he took to be that every man should be assessed on his own valuation. That principle was now proposed to be set aside in favor of a very haphazard one. He believed, however, that the penalty of having to pay the whole assessment would operate as a much stronger inducement than the infliction of fines to the zemindar to give in his return, because we know that under the Partition Law, where similar returns are not given in by shareholders, a man would go on from week to week and month to month in the hope that by some way or other they would get off payment of the fine, and the result was that before the returns could be obtained the share in the establishment might be sold. But in any case he thought we must still very carefully retain the provision in section 7 of our Bill: no similar provision was made in the proposed amendment. The provision is to the effect that where a return was given, that return should be held to be evidence of the amount of rent; if this were not retained, there would be no security for the correctness of the return; and therefore it should be distinctly understood, before the amendment was accepted, that a rider would be put upon it to that effect. He might say that one great reason which recommended this amendment to his mind for acceptance was, that we thereby got rid of the vexatious penalty of disabling the zemindar from suing for the rent of the land in case of his refusing to give in his return. For his own part he did not think it hard, because the zemindar had had notice to perform a certain duty, and it was only on wilful failure to obey the law that the penalty came into force. The hon'ble member on his left (Mr. Wyman) had said that there was no necessity for a double penalty, the penalty of a daily fine, and in addition a penalty of withdrawing the power to sue for rent. He (Mr. Schaleh) believed that a fine would not operate with sufficient severity, and it was only by the infliction of the second penalty that we should get the return. On the other hand it might be said, "very good, leave out the fine and adhere to the second penalty." He believed that in many cases there might be estates so situated, where there were ryots without proprietary rights, that the want of the power to sue would be a mere nominal penalty, because in cases of that kind rents were recovered without having recourse to the law. We therefore did require a double penalty in any case. The question then for the Council was to consider whether we should substitute for the existing penalties provided in the Bill the penalties proposed in the amendment. For some reasons he thought the latter penalty would be more effectual, but there were other objections which went to the principle of the Bill, and undoubtedly the amendment would involve delay in the completion of the general assessment.

THE PRESIDENT said, his view still was that under any circumstances section 7 was necessary. It seemed to him that the hon'ble member on the left (Mr. Schaleh), who had fully discussed the question, had somewhat under-estimated the dilatory character of the proceedings. We must remember that at best the process under this Bill was but a slow one. The select committee had given great consideration to the zemindars. First, the collector must get out his proclamation, and that was to run a month; then he was to go through the whole process of preparing and serving notices on the zemindars: this would take some time; then those notices would have to run three months. When that time had run out, why then the collector must consider at what rate he was to value the estate, unless he adopts some absurdly penal rate—unless he estimates it a thousand times the sudder jumma. He must inquire what kind of a zemindaree it was, and what the value and the nature of the property, before he could put a sufficient valuation. His Honor did say that as far as his own individual opinion was concerned, you must have some penalty for the non-submission of returns; and in his view a necessary penalty, having regard to the dilatory process under the Bill, was that as long as a man exercised his dilatory rights he must be disqualified from suing for rents. Therefore, taking the present motion as an amendment on section 7, he must vote against it.

The amendment was then negatived, and the section was agreed to.

Section 6 having been read—

MR. WYMAN moved the substitution of the words "Rs. 10" for "Rs. 50" in line 16: He said, he thought it was not absolutely necessary to make this penalty so high. Many a zemindar was a poor man, and the imposition of a daily fine of Rs. 50 on such a man would entirely ruin him. Seeing that there was a strongly punitive provision provided in section 7, we could well afford to lessen the amount of the penalty under section 6. He thought that a daily fine of Rs. 10 would be quite sufficient, considering that the majority of the zemindars were poor; and it could hardly be supposed that the rich and intelligent zemindars would evince a disposition to evade the requirements of the law.

MR. RIVERS THOMPSON said, the hon'ble member seemed to think that the fine of Rs. 50 was a fixed penalty. The clause said that the fine "may extend to Rs. 50." A great deal would be left to the discretion of the collector. In the case of many small estates, of course the collector would not impose the maximum penalty; and in some cases, as pointed out by the hon'ble mover of the Bill, the penalty of Rs. 50 would scarcely be sufficient. He thought, therefore, that there was sufficient reason for retaining the penalty at the rate prescribed by the Bill.

MR. SCHALCH said, there was a very similar provision in the law for the partition of estates, by which a shareholder refusing to produce his papers was liable to a daily fine until he produced them. In that law there was no maximum of penalty fixed: it might be imposed to any extent which the collector and the Board of Revenue might determine. Yet under that law it was found that even that provision was in some cases insufficient.

THE PRESIDENT said, the hon'ble mover of the amendment must see that in the case of very large estates a fine of Rs. 50 a day would really be a small penalty. It must be left to the discretion of the collector to impose a fine according to the circumstances of each case.

MR. WYMAN said, after what had been said he would by leave withdraw his amendment. His reason for moving it was to prevent a man being harshly treated: it was to be hoped that the collector would exercise a proper discretion in fixing the amount of fine.

The section was then agreed to.

Section 8 having been read—

MR. SCHALCH said, this new section had been introduced to obviate the necessity of calling for returns in the case of small estates. The section provides that the collector shall have power to assess the annual value of a small estate, or of a small tenure of a large estate, to the extent, in permanently-settled estates, of three times the Government revenue or rent, and in the case of temporarily-settled estates, to the extent of twice the revenue or rent. Since the committee had reported, it had been brought to his notice that in regard to the districts where small estates were the most numerous, as in Chittagong and Sylhet, it would be a good plan to give the option to the collector to make his valuation by some other mode. As a rule, the committee objected to the principle of valuation by acreage, and he thought very properly so; but as regards these districts, there were circumstances connected with them which might render such a mode of valuation preferable to the mode provided in the Bill. In these districts these small estates had been thoroughly surveyed, and their area was accurately known: it had therefore been suggested to leave it to the option of the collector to fix the valuation upon the area. Our object was not to surcharge, and thereby force the parties to give in their returns, but rather to induce them by fair valuation to accept the assessment rather than be at the trouble to give in a return. He thought, therefore, that it would be expedient to give a discretion to the collector in regard to the mode of valuing these small estates. Further, the section appeared to be defective. The collector would know that the assessment of the entire estate or tenure would be so much, and would calculate his demand for the cess accordingly; but when it came to a settlement between the superior holder and the under-tenant, it would be a matter of impossibility for the superior holder to know what amount of cess he had got to recover from his under-tenant,

because he would have to make his demand on the annual value of the inferior holding. If a return was given, that would show the names of the inferior holders, then the collector would have the power to call upon them to state the value of the under-tenures, and on the information so given the superior landlord would be able to base his demand; but as in these cases no return would be submitted, it would be impossible to obtain the necessary information to enable the superior landlord to recover from the holder of an inferior tenure.

Therefore, in considering the question, it seemed to him that some provision must be introduced to enable the superior holder to make a demand upon his under-tenants for the share of the cess payable by them. Not thinking that the Council would advance so far in the settlement of the Bill, he had not given notice of an amendment, and as it was an important provision, he would ask that the consideration of the section be postponed to enable him to do so at the next meeting of the Council.

The further consideration of the section was postponed.

Section 9 having been read—

MR. SCHALCH said that this section was also entirely new. It was introduced to meet the case of lands used for the cultivation of tea, coffee, or cinchona. These lands were held in the actual occupation of the proprietor and were not let out, and it would therefore be impossible to ascertain what their annual letting value would be. The calculation on which they would have to be assessed would be so different from the process adopted in regard to other estates that the mode of procedure as regards other estates would not apply, and therefore the committee had proposed that instead of requiring a return showing the gross rental of the land, the return should show the actual area under cultivation, and the annual value of the estate should be held to be a certain fixed sum per acre of the cultivated portion of the estate. The committee had fixed that value at Rs. 10 per acre, which would give a cess, at the maximum rate, of five annas per acre, or half an anna on every rupee. Five annas per acre would be equal to a rate of about $1\frac{2}{3}$ annas per beegah, and that was assumed to be about the rate that would fall on ordinary zemindary lands.

MR. WORDIE said he did not find fault with the rate proposed, but it seemed to him that the enterprise had hitherto been attended with so much difficulty, and was so young, that it could scarcely now bear a tax of this nature. He did not mean to say that roads were not wanted in these districts as much as in others, but it was to be remembered that they were frontier districts and that the principal means of communication would be for political purposes, and he asked therefore that some delay should occur before this section was introduced and the assessment put upon the gardens. He merely put this as a matter for His Honor the President's consideration.

THE PRESIDENT said, he thought it was due to the hon'ble member that this section had taken the form in which it was introduced in the Bill. By it great difficulty had been obviated in the mode of assessment of these estates. With respect to the hon'ble member's observations, he might say that the section would apply almost exclusively to tea plantations. The tea districts in which those plantations were formed were sparsely inhabited in comparison with other districts, and if this provision was introduced in those districts, the tax would principally fall on tea planters. With respect to the suggestion that there should be delay in the imposition of the tax in this matter, if he should continue to be the head of the Government, he should be very much guided by the wishes of the planters themselves. But he thought that perhaps communications were required more in those districts than in any other: in fact the want of roads had been so seriously felt that he believed it was at one time proposed to have a voluntary cess. It seemed to him that proper and sufficient means of communication were essentially necessary to the planters; but the hon'ble member must no doubt understand the wants and wishes of the planters better than His Honor could possibly do; and therefore, in regard to the suggestion that the Bill should not be enforced precipitately, His Honor was prepared to say that in regard to introducing the Bill in tea-planting districts, he would give much weight to the wishes of the planters.

If they did not want roads, perhaps it would not be necessary to introduce the cess in those districts.

The section was then agreed to.

Section 10 having been read—

THE PRESIDENT said, the committee were so fortunate in this matter as to have hit upon the exact plan suggested by the British Indian Association, as they were represented by the hon'ble member on the right (Rajah Joteendro Mohun Tagore). In the letter signed by him in his capacity of honorary secretary to the Association, which he had been good enough to submit to this Council, His Honor found, in regard to section 7 of the original Bill, which was now section 10, and section 19, under which dues would be realized, that the Association had in effect suggested what the committee had now proposed in section 10. He therefore trusted that the provision would be accepted as a good solution of the question. As he had said, it was in a certain sense an experimental provision, and if we found that it did not work satisfactorily, it would be necessary to devise some more stringent provision.

MR. SCHALCH said, it was felt when this Bill was introduced that it would be well if some other effectual process could be substituted for the provision which stood as section 7 for the recovery of fines. The result was the section before Council. He was not quite sure that in the amended Bill we had not done an act of cruel kindness. He believed the penalty introduced into the original Bill was so decided that it would never or very rarely be incurred, and he felt that much time, trouble, and nuisance would have been saved by its retention. He himself could recollect the time when at its introduction the present very stringent law for the recovery of arrears was objected to as harsh and oppressive; but the result had been just the contrary. Now the revenue was paid in punctually, and much pecuniary loss to the defaulter consequent on the mode of recovery previously in use was obviated. During the last year the number of estates sold for arrears of revenue were .03, or about $\frac{1}{30}$ per cent., and in three-fourths of these cases the estates had been sold because they had suffered from diluvion, or there had been on the part of the owners a desire to have them sold on account of disputes, or some such cause, and the sales were in fact voluntary sales thus made, bringing in a very high value. He believed that if we had adhered to the original proposition we should have followed a far better course. He believed that now fines would be very often incurred. He was quite willing to give the proposed procedure a fair trial; but if, in consequence of combinations, or for any other reason, the provision was found insufficient for the recovery of the fines, he presumed that the proper course would be to enact a more stringent provision.

MR. RIVERS THOMPSON said, he had not the honor of serving on the select committee which introduced this amendment, but he was in the original committee which framed the draft Bill, where this question of the mode of realization was very largely discussed. Certain official members of the committee were strongly of opinion that both in the interests of those paying the cess and of the public generally, the mode of realization by the process provided by the Sale Law was the simplest and the best. He quite agreed with the hon'ble member opposite that this was a sentimental concession which would be but a cruel kindness to those whom it was intended to benefit; and he believed that it would throw a great burden on collectors, and that the result would be by no means so effective as the rule prescribed by the first committee.

MR. BAYLEY expressed his full concurrence with all that the hon'ble mover of the Bill had said on this subject. On a previous occasion he gave his opinion that the provision in the original Bill was a great defect. In committee the feeling was so strongly against it, that he concurred with the other members in accepting this as at all events the second best—not as he considered the best—process for the realization of fines and arrears.

BABOO DIGUMBER MITTER said, the process of recovering arrears by sales of estates would simplify the work of realizing fines, but he thought it was rather monstrous that a man's landed property should be sold for arrears of municipal rates. As far as the collection of fines went, there could be no question that that would be the simplest mode of realization.

RAJAH JOTEENDRO MOHUN TAGORE said, when we remembered that the zemindary dawk tax and other cesses were realized under some process similar to that now proposed, he did not see why the principle should be objected to in order to give additional facilities to the officers of Government for the realization of arrears of the road cess.

MR. BERNARD said, he should like to mention that in other parts of India, and in the place from where he had come, the revenue officers considered it a *disgrace* to sell up a man's estate for petty arrears. He had had five or six districts under his charge, and in them not a single estate had been sold for Government revenue. We had always got in every penny, and we had done that without selling up a single estate.

MR. WOODIE said, he had no doubt that the realization of the cess would easily be made under the present section; but if the arrears could not be collected by this process, he had no hesitation in saying that more stringent means must be adopted.

MR. WYMAN said, he had seen with much pleasure the introduction of this section. He thought it would have been a blot in the Bill if it had gone out of this Council with such a sledge-hammer in it as the provision for realization by sale of estates. He thought the convenience of the collector or anybody else had nothing to do with abstract principles of justice. No doubt the recovery of fines would be far more expeditious and summary under that principle; but he did not think that we should make a municipal law (for this Bill was nothing more than that) the terror of the people. The provision now introduced existed in other municipal enactments, and he thought it would have been a faulty policy to introduce a stringent revenue law for the recovery of fines imposed under a simple municipal law. He thought the effect of this provision would be to carry out the object desired, and that there would be no necessity for any alteration of a more stringent character.

MOULVY ARDOOL LUTEEF said, he was one of those in the select committee who supported the substitution of this section for the provision in the original Bill, as he found that its most objectionable feature was contained in that section. He therefore thought this was an improvement, and would be sufficient to remove a great deal of the objections which existed with regard to this Bill.

MR. RIVERS THOMPSON only wished to remark that "the sledge-hammer" used in these provinces was worked by a machinery that was fitted to break the hardest rocks as well as the smallest stones.

MR. SCHALCH said, the remarks which he had made applied to the provision for the recovery of fines. He was quite contented with the similar section for the recovery of the cess, since that would be recovered by the sale of the personal property of the person from whom the cess was due, and no difficulty would be experienced in ascertaining who that person might be. But with regard to the recovery of fines, you might not know whom you have to deal with. Then, if you go to the next mode and prohibit the payment of rents, you may attain the very result which it is desired to avoid, namely, the sale of the estate, because the attachment may tend to the indirect sale of the estate for arrears of revenue. Therefore he thought the two cases, that of recovery of fines and recovery of arrears, did not run on all fours. He thought the process of recovering arrears by sale of estates would better be likened rather to a steam-hammer which could be so adjusted as to break the hardest blocks or tap a small egg. He had himself been in districts where the revenue was not recovered by sale of estates but of personal property, and the result was, as he knew when he was in charge of the district of Balasore, that very often four or five times the amount of arrear had to be paid by the defaulter as the expense of the process of recovery. He had the satisfaction of introducing the Sale Law there, and he remembered that though it was very much objected to at the time—it being said that the poor Ooryas were improvident, and that their estates would very often have to be sold for arrears—it was found to work well and to the advantage of the people, for it was found that since the introduction of the Sale Law sales of estates for arrears were as little known there, except when the people wished to get rid of their estates as in other districts.

THE PRESIDENT said, the opinions of the several experienced officers of the Government sitting in the Council in respect of the change in this section of the Bill were entitled to the greatest respect, and he could not but sympathize with the groans which might come from the collectors on account of this change. At the same time he would express his individual opinion, that he not only accepted the change made in the Bill as a concession to the opposition made to the original provision both in and out of Council, but he thought it was right and proper to do so. He must say that his early education in the service led him to sympathize with those who opposed the stringency of the Sale Law. He had been accustomed to provinces such as those described by the hon'ble member on his left (Mr. Bernard) in which it was considered a disgrace to bring an estate to sale. Other effectual measures were resorted to for the realization of arrears of revenue, and although the experience of the hon'ble mover of the Bill had not been in that respect fortunate, His Honor's opinion had led him to a different conclusion. There were other modes of collecting the Government revenue which had been eminently successful without selling up an estate. The Sale Law was a harsh measure by which all subordinate rights were swept away in a most summary manner. His hope would be, not only that it would not be necessary to apply that law to the provisions of this Bill, but that it might be possible at some future time to mitigate the provisions of the Sale Law even in respect of the collection of arrears of revenue. At all events, he thought it was the duty of the Council to devise other measures in respect of this Bill, and he had much pleasure in submitting to the Council the question that section 10 stand part of the Bill.

The section was then agreed to.

Sections 11 and 13 were agreed to with verbal amendments.

Section 12 and sections 14 to 20 were agreed to.

Section 21 having been read—

MR. SCHALCH said, he might observe that the British Indian Association had suggested that as a reduction was given to the tenure-holder from the cess to be paid on his proportion of the rent or revenue, a similar reduction of 25 per cent. should be given to the ryot. He (Mr. Schalch) still held the opinion that we had assessed the ryot on the supposition that his profits were equal to his rent, and therefore any deduction that might be given would militate against the principle accepted by the Council in other cases in which the cess was taken on the profits.

THE PRESIDENT said, if the hon'ble member on his right, who signed the letter of the British Indian Association in his capacity of their honorary secretary, was of opinion that a change should be made in the direction which he pointed out on the part of the Association, it might be effected by proposing that the proportion of cess paid by the ryot should be one-third instead of one-half the rent paid by him.

RAJAH JOTEENDRO MOHUN TAGORE said, as far as he was individually concerned, he did not quite agree with the view taken by the British Indian Association of making a reduction from the cess payable by the ryot; but as that view had been taken by the Association, he had signed the letter in his capacity of their secretary. But he was not prepared to move any amendment on the section.

MR. WORDIE said he thought some remuneration should be given to landholders for their trouble in collecting the cess, and the risk attendant in doing so. He did not see why they should be required to do what was the duty of the officers of Government without any compensation for the expense, trouble, and annoyance they would be put to in carrying through the work.

THE PRESIDENT said that he might at once state boldly that in his opinion the zemindars were not entitled to any remuneration for collecting the cess, and should not have remuneration for any work of this kind. Property had its duties in all parts of the world as well as its rights, and that was eminently the case in India and most eminently so in Bengal, where landed property had been created for the sake of the duties which the landholders were expected to perform. Under the Indian agrarian system all sorts of duties were delegated to the zemindars, and one of those duties was, as he believed, the making

of roads; as the zemindars had been absolved from that duty in consideration of paying a cess with others, the least they could do in return was to collect the rate, and that duty was not of a burdensome character. We had in no degree mitigated the process by which the zemindars could collect the rate; the process would involve the sale of the lands of their under-tenants and other stringent means of compulsion. We armed them with these powers, and all that they had to do was to collect a certain sum in excess of their rents—to add a percentage to their own collections; and in consideration of their collecting the rate they were absolved from their original burden of keeping the roads in repair. Therefore he was strongly of opinion that the zemindar was not entitled to have any compensation for the collection of the cess. The hon'ble mover of the Bill had also taken the view, that inasmuch as the zemindar would have to pay less than the ryot, the difference between the amount paid by him and his under-tenants would be a compensation for the trouble imposed upon him. We were agreed that it was not advisable to make any pecuniary compensation to the zemindar.

MR. WORDIE said, it was to be remembered that the present was only the first of several measures for the improvement of the country, and it was but natural to infer that the mode of collecting this cess would be adopted for the collection of all subsequent imposts of a similar nature. The collection of these taxes would therefore entail considerable expense, and would be felt as a great burden by landholders. In a recent debate in another Council, it was very clearly stated that the great importance of the permanent settlement was the fixity of the Government demand, and that this was the essence of the benefit it conferred on zemindars. Now, he thought if it really was the case that these cesses were to be collected free of charge to the country, and if landholders were to pay all expenses, the fixity of the permanent settlement was to some extent affected. It could scarcely be said that the zemindar would be put to no expense in collecting, and although the penalty of non-collection would not now cause the sale of his estate, still the entire cost would fall very heavily upon him. In almost every estate in Bengal there were considerable arrears of rent, the amount of which depended upon the season, upon drought or inundation, and, as was lately seen, upon famine. The advances that would have to be made on account of these cesses might therefore be considerable, and it was a serious matter to direct one class of men to undertake a duty of this nature and tell them they were to get nothing for their trouble. He was not aware that any other tax was treated in a similar manner. It would no doubt save great expense and trouble to the State and to its executive officers, and he thought that that very consideration rendered it just and proper that something should be allowed to those on whom this unpleasant task was imposed. It seemed to him that the views of the Government of India as they had been stated in the debate he had referred to, and also the opinion of the Secretary of State, who in a recent despatch enunciated the same principles, rendered it necessary that some remuneration should be allowed.

THE PRESIDENT said, the hon'ble member seemed to forget the saying, "sufficient unto the day is the evil thereof," and while we were discussing this Bill, he was distressing himself unnecessarily by depicting to himself additional cesses for additional objects. He did not know whether any additional cesses would ever be imposed. His belief was that before we came to this Council in order to enable us to impose other cesses, we might have to face the question of taxing movable property for objects of a different character from that now before the Council. At any rate, the views of the Government had not yet gone beyond this Bill, and therefore our consideration should be confined to the provisions of this Bill. No doubt there were arrears of rent in some estates, but he very much doubted whether the recoverable arrears in estates on the average were really so much as five per cent. Under the Bill the ryots would pay about three-fifths, and the zemindars about two-fifths of the cess; the ryot would pay the major part, and the zemindar the minor part, even allowing for irrecoverable balances. Under these circumstances, he thought the suggestion to compensate the zemindars for the collection of the rate was inadmissible.

MR. SCHALCH said, if the zemindars were not to be employed in the collection of the cess, the only other way to do so would be to give power to the collector to farm it out; and he did not think the farmers' agents would be less scrupulous than those employed by the zemindars: he was quite sure, also, that the zemindar would find it an intolerable nuisance to have strangers roaming on their estates and making collections from their ryots. They might very often find that while they were unable to collect ten rupees of rent because twenty rupees worth of property had been fraudulently sold by the cess-farmer for the collection of a sum of a few annas on account of the cess. The truth was that the zemindars would in reality prefer to have the form of collection of the cess placed in their own hands, although undoubtedly they would prefer receiving a percentage for performing the duty. Taking it on the whole, he thought we rather facilitated the collection of the zemindar's rents by demanding the full cess from him, and leaving him to arrange with his under-tenants for the payment of their quota of the rate; and it would be better for them to run the risk of being unable to recover a portion of the cess payable by their under-tenants, than allow an outsider to interfere between them and their tenants.

MR. BERNARD said, it seemed to him that this cess should be paid by the landholders, who were responsible for the keeping open of communications, and it would be for them to recover a certain portion of it from their under-tenants. A precisely similar provision had been introduced in another Bill before the Council, namely, the Bill relating to embankments and water-courses, under which the landlord first paid the whole amount to be collected, and then recovered from those who were liable, and it was never proposed to give him any percentage for doing so.

The section was then agreed to.

The further consideration of the Bill was postponed.

CENSUS OF BENGAL.

MR. BERNARD moved that the Bill to enable the Lieutenant-Governor to take a census of Bengal be read in Council. He said, in February last this Council was good enough to grant leave to bring in a Bill to enable the Lieutenant-Governor to take a census of the inhabitants of Bengal. The plan for taking a census was however for some time in abeyance, and the Census Bill was not brought forward. It has now been decided that a census of all British subjects shall be taken during the coming cold season, and it is necessary to make arrangements for the business in Bengal. He need not trouble the Council with any remarks regarding the objects of a census, nor need he dwell on the advantages which the Government and the public must gain by knowing more or less exactly the number of inhabitants in every part of this great province. Every civilized country has a periodical counting of its inhabitants, and in most parts of British India a census has been taken once or twice during the last twenty years. But in Bengal no census has ever yet been taken; and the Government of Bengal hardly know within ten millions or so how many people are committed to its care. In all fiscal, educational, police, or sanitary matters, and indeed in all administrative affairs, it must be of the greatest importance for the Government to know how many souls it has to deal with in a particular tract of country. The extreme inconvenience of doubts on a matter of this kind was especially apparent during the Orissa famine, when the Government did not know within half a million or so how many mouths it had to feed. Perhaps some of this uncertainty regarding population statistics must still exist; for he found that a district in Bengal contained about a quarter of a million souls according to one of last year's Government reports, while according to another report published during the same year, the same district contained about three quarters of a million souls.

The absence of any groundwork for the census, and the non-existence of revenue subordinates in the interior of districts, makes the work of the census particularly heavy in Bengal; and therefore it was that the Government was obliged to ask the aid of the legislature in this matter. In some districts the only agents through which the work can be done are the landholders of the

several grades and their managers; these people under the permanent settlement fill positions which are in some sort analogous to the positions of Government revenue officials and village officers in other parts of India. The Bill proposed to empower collectors to appoint enumerators in every village or town, and it provided for landholders and their agents giving reasonable aid. In rural tracts the enumerators will often be the landholder's agents, while in towns it will be comparatively easy to find educated men fit for the business of enumerating. The work required of each enumerator will be comparatively trifling, but still it will not do to have enumerators withdrawing from or neglecting the business when the time for taking the census comes. The form in which enumerators will enter their information will be short and simple; and in some parts of the country the work of taking the census will be spread over several days instead of being completed in a single night. In cities and towns where municipalities cannot undertake the business, and in some rural tracts, it may be necessary to pay the enumerators; and a moderate grant from the imperial treasury will, it is hoped, be available for this purpose.

He would not detain the Council further at this stage, but would only add that it will strengthen the hands of the executive in a very heavy affair, if the Council should feel itself able to pass some enactment of the kind now laid upon the table.

THE PRESIDENT said, he might mention, in connection with this Bill, that in the course of the past year the Government of India had required all the local Governments to take a census of the inhabitants in an extremely complicated form; but yielding to the representations made, the Government of India had been pleased to accept an infinitely simpler form for the taking of the census in Bengal. That form would however be sufficient to convey all useful information which would be required, and it would enable us to submit to the supreme Government an approximate idea of the number of British subjects in Bengal. He hoped that the Bill would be proceeded with without needless delay.

The Bill was then referred to a select committee, consisting of Mr. Thompson, Rajah Joteendro Mohun Tagore, and the mover, with instructions to report within a week.

The Council was adjourned to Wednesday, the 12th instant.

Erratum.

At page 379 of the Supplement to the *Calcutta Gazette* of the 14th June 1871, in the third line from the top, instead of "Rs. 4" read "not less than Rs. 40."

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for last 6 days of June 1871, on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.				
		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.		
Total traffic for the last 6 days ...	70,892½	91,656 10 4	8,401 17 3	344,700 10	*2,16,353 12 3	19,823 8 11	28,325 6 2		
Or per mile of railway		71 10 2	6 11 4	..	169 0 3	15 9 10	23 1 2		
For previous 25 weeks of half-year	2,618,093½	37,32,749 7 0	342,108 14 0	15,409,772 2½	92,40,763 15 0	847,805 0 7	1,190,063 14 7		
Total for 25½ weeks ...	2,728,686	38,24,406 2 1	350,670 11 8	15,753,539 0	94,68,019 11 3	867,718 0 6	1,218,289 0 9		
COMPARISON.									
Total for corresponding 5 days of previous year	66,166	77,886 5 0	7,139 11 6	588,488 10	3,40,399 5 4	31,203 3 8	58,842 15 2		
Per mile of railway corresponding period of previous year	.....	68 13 4	6 6 2	.....	800 13 5	27 11 7	83 17 9
Total to corresponding date of previous year	2,796,742½	44,25,193 15 11	405,042 15 8	10,556,287 20	1,00,58,461 9 1	1,004,525 12 11	1,410,168 8 7		

* Rupees 18,000 added on account of difference between approximate and audited returns of previous weeks.

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for last 6 days ended of June 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the last 6 days ...	3,791½	9,808 6 11	904 12 2	50,824 0	7,009 13 0	642 11 5	1,647 3 7
Or per mile of railway ...		44 4 1	4 1 2		31 6 11	2 17 7	6 18 0
For previous 25 weeks of half-year	114,263	3,07,753 6 7	33,710 14 7	1,496,081 20	4,24,280 8 3	38,802 7 7	72,003 2 2
Total for 25½ weeks ...	118,054½	3,77,621 13 6	34,615 6 9	1,527,336 20	4,31,280 6 0	39,534 19 0	74,150 5 9
COMPARISON.							
Total for corresponding 5 days of previous year	2,841	7,420 8 2	680 4 3	86,558 0	24,332 2 9	2,236 0 0	2,910 13 3
Per mile of railway corresponding period of previous year	.....	33 4 5	3 1 0	.....	109 1 10	10 0 1	13 1 1
Total to corresponding date of previous year ...	119,008	3,74,481 6 4	34,327 0 3	1,175,305 30	3,73,310 13 1	34,220 3 2	68,647 12 5

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for last 6 days of June 1871, on 150½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the last 6 days of June. ...	30,313	13,042 14 6	1,195 13 10	72,152 28	16,985 0 11	1,556 19 3	2,752 13 1
Or per mile of railway ...	194	83 5 6	7 12 10	492 0	108 8 6	0 18 11	17 31 9
For previous 25 weeks of half-year	7,79,040½	4,64,203 1 3	42,551 10 1	3,104,250 37	6,30,543 15 5	58,386 13 11	1,00,038 13 0
Total for the half year ...	8,09,353½	4,77,246 15 9	43,747 12 11	3,176,403 25	6,53,081 0 7	59,043 13 2	1,03,091 6 1
COMPARISON.							
Total for corresponding week of previous year	16,453	9,010 14 1	820 0 0	83,419 17	15,300 0 0	1,478 0 0	2,234 0 0
Per mile of railway corresponding week of previous year	146	79 9 0	7 5 10	787 0	135 9 10	12 8 8	19 14 6
Total to corresponding date of previous year ...	686,434	4,13,628 3 4½	37,915 18 11	2,832,402 35½	4,63,479 12 1	42,487 0 4	80,403 8 3

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for first day of July 1871, on 1,279½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the first day ...	16,596	21,948 3 6	2,011 18 5	57,259 0	32,745 3 0	3,001 12 10	5,013 11 3
Or per mile of railway ...	.....	17 2 5	1 11 5	.....	25 9 6	2 6 11	3 18 4
For previous weeks of half year ...	.....	.....	.....	.....	.....	.....	.....
Total for 1 day ...	16,596	21,948 3 6	2,011 18 5	57,259 0	32,745 3 0	3,001 12 10	5,013 11 3
COMPARISON.							
Total for corresponding 2 days of previous year ...	28,770½	33,013 13 0	3,026 5 4	181,045 0	1,08,862 7 6	9,978 2 10	13,004 8 2
Per mile of railway corresponding period of previous year ...	.....	29 2 10	2 13 6	.....	96 3 3	8 16 4	11 9 10
Total to corresponding date of previous year ...	28,770½	33,013 13 0	3,026 5 4	181,045 0	1,08,862 7 6	9,978 2 10	13,004 8 2

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for First day of July 1871, on 223 miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.			Total Traffic Receipts.
	Number of passengers.	Coaching receipts.		Weight carried	Receipts.		
		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the first day of July	642	1,508 11 10	138 6 0	4,928 20	1,312 14 0	120 7 0	258 13 0
Or per mile of railway	...	6 12 3	0 12 5	...	5 14 2	0 10 9	1 3 2
For previous weeks of half year	...	...	...	...	...	...	...
Total for 1 day	642	1,508 11 10	138 6 0	4,928 20	1,312 14 0	120 7 0	258 13 0
COMPARISON.							
Total for corresponding 2 days of previous year	1,002	2,569 10 8	235 9 3	7,190 0	2,317 13 2	215 4 4	460 13 7
Per mile of railway corresponding period of previous year	.....	11 8 4	1 1 1	...	10 8 5	0 19 4	2 0 5
Total to corresponding date of previous year	1,002	2,568 10 8	235 9 3	7,190 0	2,317 13 2	215 4 4	460 13 7

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for First 1 day of July 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the first day of July	5,436½	3,224 11 3	295 11 10	21,114 13	4,539 9 11	416 2 8	711 14 6
Or per mile of railway	35	20 9 8	1 17 9	135 0	29 0 1	2 13 2	4 10 11
Total	5,436½	3,224 11 3	295 11 10	21,114 13	4,539 9 11	416 2 8	711 14 6
COMPARISON.							
Total for corresponding week of previous year	8,140½	4,455 13 1	404 9 0	30,887 30	6,596 4 4	604 13 2	1,013 2 2
Per mile of railway corresponding week of previous year	72	30 0 7	3 12 2	352 0	58 3 11	5 0 9	8 18 11
Total to corresponding date of previous year	8,140½	4,455 13 1	408 9 0	30,887 30	6,596 4 4	604 13 2	1,013 2 2

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 1st July 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	5,089	1,444 0 9	144 8 10	9,012 0	303 10 8	30 7 4	174 16 3
Or per mile of railway	182	51 9 5	5 3 2	354 0	10 13 0	1 1 8	6 4 10
For previous 13 weeks of half-year	94,515	17,629 4 0	1,752 18 6	148,292 10	4,101 13 9	410 3 9	2,103 2 3
Total for 14 weeks	99,604	18,073 10 9	1,897 7 4	153,194 10	4,405 8 5	440 11 1	2,337 18 5
COMPARISON							
Total for corresponding week of previous year	5,285	967 9 0	96 15 2	11,340 30	338 4 3	33 16 6	130 11 8
Per mile of railway corresponding week of previous year	189	34 9 1	3 9 1	405 0	12 1 4	1 5 2	4 13 3
Total to corresponding date of previous year	82,051	13,851 11 0	1,385 3 5	152,540 12	5,423 1 0	542 6 1	1,927 9 6

Meteorological Telegraphic Report for the period 2nd to 8th July 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 82°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	July 2nd	10	29.500	29.608	79.0	77.5	93	WSW	...	2.72	o,d o tends from SE.
	16	29.504	29.522	79.9	77.7	91	W by S	...	0.01	.....	
	3rd	10	29.579	29.597	81.6	81.4	85	SE	...	0.20	K	
	16	29.522	29.540	84.0	80.7	87	SE	...	0.02	N		
	4th	10	29.674	29.692	84.7	80.2	70	SS E	K	
	16	29.613	29.631	87.0	81.0	76	S by E	...	0.09	S		
	5th	10	29.626	29.644	89.0	82.2	83	SS E	K	
	16	29.547	29.565	87.8	84.0	83	SE	...	0.43	K		
SAROE ISLAND.	6th	10	29.607	29.625	86.5	81.5	79	S	K	
	16	29.520	29.538	85.0	82.0	87	S by W	...	0.27	K		
	7th	10	29.580	29.598	85.7	82.4	85	S by E	N, K	
	16	29.470	29.488	94.0	83.0	73	S	...	...	K
	8th	10	29.553	29.571	87.5	83.0	81	SE	...	0.10	K	
	16	29.402	29.480	85.0	82.8	87	SE	...	0.26	.....	
	2nd	10	29.008	29.612	84	80	83	W	12.7*	1.90	N	
	16	29.400	29.472	80	79	95	WNW	16.2*	0.20	N		
CHITTAGONG.	3rd	10	29.586	29.502	83	83	05	W	3.6*	0.30	N	
	16	29.547	29.513	86	81	79	S	8.5*	...	N		
	4th	10	29.677	29.083	87	82	79	SE	12.4*	...	N	
	16	29.609	29.615	87	81	76	S	13.9*	...	N		
	5th	10	29.627	29.033	87	82	79	S	2.2*	0.10	N	
	16	29.568	29.574	88	83	80	SS E	10.2*	...	N		
	6th	10	29.611	29.617	88	83	80	SS E	8.9*	...	N	
	16	29.547	29.553	85	83	80	SS E	10.3*	...	N		
MADRAS.	7th	10	29.548	29.594	88	84	83	SE	9.1*	0.20	N	
	16	29.408	29.504	88	83	80	SE	12.6*	...	N		
	8th	10	29.557	29.503	89	84	83	SSE	7.5*	...	N	
	16	P	P	87	83	83	SSE	10.8*	...	N		
	2nd	10	29.550	29.668	84	79	79	ESE	7.7*	0.10	CK, CS	
	16	29.487	29.506	82	79	87	S	11.6*	0.60	K, KS		
	3rd	10	29.614	29.723	86	79	72	SE	7.5*	...	K	
	16	29.552	29.602	85	80	79	SW	12.3*	...	K, KS		
CUTTACK.	4th	10	29.066	29.775	86	80	75	SE	7.0*	...	C	
	16	29.602	29.711	86	80	75	W	13.9*	...	CS		
	5th	10	29.643	29.752	86	80	75	ESE	6.5*	...	K	
	16	29.540	29.658	86	81	79	SW	13.5*	...	K, C		
	6th	10	29.592	29.701	87	81	76	S	6.6*	...	K, KS	
	16	29.522	29.632	84	82	91	W	12.0*	...	KS		
	7th	10	29.672	29.681	86	81	79	WSW	6.2*	0.20	K, CK	
	16	29.470	29.588	85	81	83	SW	13.8*	...	K, KS		
AKYAB.	8th	10	29.554	29.604	85	80	79	ESE	0.1*	...	K, KS	
	16	29.407	29.606	82	79	87	E	5.6*	0.30	KS		
	1st	10	29.822	29.852	93	76	45	SE	12*	
	16	29.710	29.740	87	77	61	S E	8*	...	.....
	2nd	10	29.790	29.820	88	74	54	SW	10*	0.68	
	16	29.712	29.742	88	74	49	W	5*	...	.....
	3rd	10	29.785	29.815	85	73	54	SW	9*	
	16	29.693	29.723	88	73	43	WSW	9*	...	.....
	4th	10	29.770	29.800	90	73	41	WSW	18*	
	16	29.674	29.704	90	77	53	N E by E	9*	...	.....
	5th	10	29.756	29.786	90	74	44	WSW	17*	
	16	29.650	29.680	90	78	56	S by W	12*	0.06	.....	
	6th	10	29.719	29.749	93	75	40	W	6*	
	16	29.606	29.636	95	78	44	N E by E	9*	...	.....
	7th	10	29.710	29.740	90	74	44	SW by W	12*	
	16	29.595	29.625	96	75	34	WSW	11*	...	.....
	8th	10
	16
	1st	10	29.827	29.709	87	80	72	WSW	0.3*	...	CK	
	16	29.617	29.699	84	77	71	WSW	0.6*	...	C, KS, N		
	2nd	10	29.685	29.667	83	79	83	WNW	0.6*	2.40	N	
	16	29.487	29.567	86	79	72	SW	0.4*	...	C		
	3rd	10	29.580	29.043	80	77	86	SW	0.3*	2.30	
	16	29.503	29.565	84	79	79	SW	0.6*	...	K		
	4th	10	29.593	29.075	85	80	76	N E	0.1*	...	KS	
	16	29.480	29.592	87	81	76	ESE	0.5*	...	CK, N		
	5th	10	29.580	29.662	88	81	72	SW	0.1*	Q10	KS, N, C	
	16	29.405	29.577	89	80	66	S	0.3*	...	N		
	6th	10	29.517	29.629	89	82	73	S	0.4*	...	KS	
	16	29.472	29.553	90	82	69	SE	0.5*	...	KS, N, C		
	7th	10	29.525	29.607	89	83	76	N N E	0.2*	0.10	KS, C	
	16	29.425	29.507	85	82	67	ESE	0.3*	...	N		
	8th	10	29.475	29.556	90	83	73	SSE	0.3*	...	N, KS	
	16	29.455	29.538	89	78	61	SW	0.4*	...	N		
	2nd	10	29.690	29.705	81	79	91	S	1	0.10	K	
	16	29.641	29.650	77	75	80	S	1	0.20	K		
	3rd	10	29.723	29.738	80	77	86	S	1	0.20	KS, N	
	16	29.644	29.659	84	80	83	SSW	1	0.10	K, KS		
	4th	10	29.715	29.730	83	80	87	SSE	1	...	CC	
	16	29.660	29.675	85	80	79	S	1	...	C, K		
	5th	10	29.736	29.750	83	80	87	SE	1	0.10	C, K, KS	
	16	29.650	29.665	85	80	79	SSW	1	...	C, K		
	6th	10	29.690	29.705	81	79	91	SSE	1	0.10	K, KS	
	16	29.616	29.631	83	79	83	SW	1	...	C, K, KS		
	7th	10	29.663	29.678	84	80	83	SE	1	...	C, E, KS	
	16	29.671	29.686	85	81	83	S	2	...	C, K		
	8th	10	29.653	29.668	84	81	87	SE	2	0.10	K, KS	
	16	29.603	29.618	80	78	91	SW	2	0.30	N		

* Velocity of wind in miles per hour.

CALOUTTA,
The 8th July 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISION.	Stations.	Rainfall from 19th to 25th June 1871.	Rainfall from 26th June to 2nd July 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	4.70	4.50	23.88	2nd July 1871.	
	False Point { Jail ...	5.79	2.47	20.70	ditto.	
	False Point ...	4.40	Not received	23.25	25th June 1871.	
	Jugutparah ...	4.91	ditto	18.81	ditto.	
	Kendraparah ...	3.10	ditto	17.70	ditto.	
	Jugutparah ...	3.80	ditto	18.03	ditto.	
	Sambaspore ...	2.27	ditto	10.55	ditto	Not received 15th to 21st May.
	Balasore ...	3.83	1.26	23.62	2nd July 1871	
	Bludhruck ...	2.40	1.00	20.04	ditto.	
	Pooree ...	9.34	0.89	22.14	ditto.	
CHOTA NAGPORE.	Khoordah ...	7.59	Not received	21.43	25th June 1871.	
	Hazareebaugh ...	1.91	Nil	9.08	2nd July 1871.	
	Burhee ...	2.14	1.64	12.49	ditto.	
	Pachamba ...	4.07	2.30	17.61	ditto.	
	Rauche ...	Not received	Not received	2.40	30th April 1871.	
	Palanow ...	0.91	1.55	14.94	2nd July 1871.	
	Purnia ...	2.05	2.05	18.25	ditto.	
	Gobindpore ...	4.10	1.29	7.00	ditto	From 12th June.
	Chyebasa ...	2.46	2.32	19.07	2nd July 1871.	
	Patna ...	2.16	0.25	17.78	ditto.	
PATNA.	Behar ...	1.63	4.33	12.67	ditto.	
	Barh ...	0.64	Not received	4.49	25th June 1871	
	Dinapore ...	1.38	10.51	16.57	2nd July 1871	
	Gya ...	1.81	1.97	10.80	ditto.	
	Sherghotty ...	Not received	Not received	4.49	11th June 1871.	
	Nowadah ...	ditto	ditto	6.00	ditto	Not received 10th to 16th April.
	Arungabad ...	0.30	1.19	6.92	2nd July 1871	
	Chumpan ...	2.16	Not received	8.07	25th June 1871	Not received 5th to 11th June.
	Bettiah ...	6.10	ditto	6.10	ditto	From 5th June.
	Chuprah ...	1.70	7.35	14.35	2nd July 1871.	
BRAHMPUR.	Sewan ...	1.84	4.08	15.71	ditto.	
	Mogufferpore ...	4.70	8.45	19.08	ditto.	
	Durbhangah ...	Not received	Not received	10.80	18th June 1871	Not received 15th to 21st May.
	Sootamaree ...	0.45	5.00	16.46	2nd July 1871.	
	Tajpore ...	0.67	4.93	14.24	ditto	Not recorded 6th to 19th March.
	Mudhubani ...	0.26	6.20	14.78	ditto	From 1st April.
	Hajipore ...	1.53	8.12	5.24	ditto	From 22nd May.
	Arrah ...	2.25	4.67	13.53	ditto.	
	Buxar ...	7.28	2.57	16.10	ditto	
	Rasaram ...	1.52	2.47	7.29	ditto.	
BRAHMPUR.	Bhubhoah ...	1.84	3.16	12.17	ditto.	
	Benares ...	4.65	1.00	11.63	2nd July 1871	
	Bhangulpore ...	Not received	Not received	1.97	23rd April 1871	
	Mudheypoorah ...	0.30	6.70	21.71	2nd July 1871	
	Bauka ...	1.58	6.09	17.21	ditto.	
	Monghyr ...	0.56	6.19	15.26	ditto.	
	Jamooie ...	2.85	3.20	14.23	ditto.	
	Begoesari ...	2.42	Not received	9.82	25th June 1871.	
	Deoghur ...	2.93	4.29	20.90	2nd July 1871.	
	Jaintara ...	2.50	4.53	21.33	ditto	From 13th Feb.
RAJSHAH.	Rajmahal ...	Not received	Not received	20.40	18th June 1871	From 12th Feb.
	Pakoor ...	0.60	7.20	10.80	2nd July 1871	From 21st May.
	Purneah ...	3.25	5.30	22.10	ditto.	
	Kishengunge ...	1.34	3.25	7.27	ditto	From 12th June.
	Arraria ...	Not received	6.07	6.07	ditto	From 26th June.
	Rampore Beaulah ...	1.06	5.56	21.38	ditto	Not received 12th to 16th June.
	Nattore ...	1.50	4.05	20.14	ditto.	
	Bograh ...	1.46	13.85	41.08	ditto.	
	Dinapore ...	2.64	6.23	20.43	ditto.	
	Maldah ...	1.40	2.60	16.71	2nd July 1871	
RAJSHAH.	Berhampore ...	3.14	0.37	20.71	ditto.	
	Jungipore ...	3.17	4.14	25.17	ditto.	
	Lalbagh ...	3.61	5.38	20.58	ditto	From 16th Jan.
	Jamookandi ...	2.27	3.19	18.69	ditto	From 17th April.
	Pubna ...	1.45	6.30	32.33	ditto.	
	Coomercolly ...	Not received	Not received	5.02	23rd April 1871.	
	Serajgunge ...	1.80	9.80	38.48	2nd July 1871.	
	Bungpore ...	1.30	1.60	23.00	ditto.	
	Bhowanigunge ...	0.18	Not received	30.80	25th June 1871	From 22nd Jan.
	Titaiya ...	0.66	3.83	23.09	2nd July 1871.	
BURDWAN.	Burdwan ...	1.14	6.53	23.75	ditto.	
	Cutwa ...	2.99	2.80	23.15	ditto.	
	Culina ...	1.52	4.03	20.14	ditto.	
	Hood-Hood ...	2.29	3.63	21.45	ditto.	
	Bancorah ...	2.48	4.63	27.29	ditto.	
	Raneegunge ...	2.73	2.86	18.39	ditto.	
	Sooree ...	2.16	3.65	18.07	ditto.	
	Hooghly ...	3.48	8.02	33.17	ditto.	
	Serampore ...	1.92	7.19	28.75	ditto	From 2nd March.
	Jehanabad ...	1.91	7.04	21.44	ditto	From 21st April.
BURDWAN.	Howrah ...	4.46	5.84	44.99	ditto.	
	Midnapore ...	1.29	3.26	28.63	ditto.	
	Contai { Dy. Collr.'s Office ...	1.40	6.72	30.51	ditto.	
	Contai { Engr.'s Office ...	2.58	Not received	30.43	25th June 1871.	
BURDWAN.	Gurbetta ...	2.03	7.05	28.27	2nd July 1871	From 6th Feb.
	Tumlook ...	1.90	8.03	41.41	ditto.	

DIVISION.	Stations.	Rainfall from 18th June to 26th June 1871.	Rainfall from 26th June to 2nd July 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnaghur	1.20	6.48	28.38	2nd July 1871.	
	Bongong	1.21	4.11	30.53	ditto.	
	Itanaghat	0.82	3.69	20.33	ditto.	
	Meheipore	1.08	4.23	21.57	ditto.	
	Choudanagar	2.15	5.10	38.10	ditto.	
	Kooshteah	1.55	5.82	42.02	ditto.	
	Jessore	4.34	7.33	42.84	ditto.	
	Khoolnah	0.15	5.57	37.19	ditto.	
	Jenidah	3.04	Not received	35.53	25th June 1871.	From 16th Feb.
	Nural	1.47	ditto	27.84	ditto.	From 6th March.
	Magoorah	1.13	ditto	16.85	ditto.	From 3rd April.
	Bagirhant	4.83	ditto	28.93	ditto.	ditto.
	Saugor Island	1.50	6.60	41.40	2nd July 1871.	
	Calcutta	3.53	8.09	50.61	ditto.	
	Alipore { Jail	5.16	7.19	51.18	ditto.	
	{ Hospital	5.24	7.17	52.85	ditto.	
	Barrackpore	3.31	Not received	37.27	25th June 1871.	
	Dum - Dum	2.58	ditto	30.12	ditto.	
	Barnet	3.42	ditto	25.30	ditto.	
Dacca.	Satkeerah	4.24	ditto	32.05	ditto.	
	Busseerhant	3.39	ditto	32.48	ditto.	
	Diamond Harbour	4.25	ditto	40.40	ditto.	
	Barrapore	2.34	ditto	39.02	ditto.	
	Dacca { Telegraph Office	1.05	12.04	48.87	2nd July 1871.	
	{ Jail	1.00	Not received	31.61	25th June 1871.	
	Burraikul	0.73	7.24	47.58	2nd July 1871.	
	Dowlat Khan	7.72	10.55	43.78	ditto.	
	Perazepore	2.71	5.53	30.87	ditto.	
	Madarapore	2.05	9.12	30.11	ditto.	
	Furzedmore	2.04	12.53	51.32	ditto.	
	Qaulundo	1.02	0.67	21.71	ditto.	From 5th June.
	Mymensing	3.57	6.02	53.75	2nd July 1871.	
	Jamulpore	Not received	10.43	31.38	ditto.	Not received 10th to 25th June.
CHITTAGONG.	Atteah	2.00	21.29	41.51	ditto.	
	Kishoregunge	3.53	7.01	60.23	ditto.	
	Syllhet	3.07	4.07	59.07	2nd July 1871.	
	Cachur	1.54	Not received	38.30	25th June 1871.	
	Hylakandy	2.07	ditto	41.87	ditto.	
	Koyah	3.57	ditto	48.10	ditto.	Not received 12th to 18th June.
	Chittagong { Telegraph Office	2.60	18.09	51.59	2nd July 1871.	
	{ Jail	2.18	15.80	55.61	ditto.	
	Cox's Bazar	Not received	Not received	59.03	18th June 1871.	
	Rangamaten Hall	3.15	ditto	38.80	25th June 1871.	
COCH BEHAR.	Nankhally	4.83	14.20	57.34	2nd July 1871.	
	Tipperah	2.42	6.28	50.60	ditto.	
	Brahmanbariah	2.06	9.45	52.95	ditto.	
	Akyah	0.30	20.60	92.00	2nd July 1871.	
	Buxa	2.05	20.14	61.32	ditto.	
ARUN.	Gowalparah	4.42	5.15	51.15	ditto.	
	Dhoobree	1.20	3.09	34.06	2nd July 1871.	Not recorded 27th Feb. to 5th March.
	Tura (Garo Hills)	1.73	Not received	37.23	25th June 1871.	
	Darjeeling { Telegraph Office	Not received	ditto	15.95	31st May 1871.	
	{ Jail	7.46	0.53	38.93	2nd July 1871.	
	Runghee	Not received	Not received	28.09	31st May 1871.	
	Falucottah	0.60	2.11	22.45	2nd July 1871.	
ARUN.	Julpigooree	2.54	3.58	30.82	ditto.	
	Boda	0.95	4.08	27.44	ditto.	
	Tezporo	3.44	Not received	30.74	25th June 1871.	
	Nowgong	3.04	ditto	28.09	ditto.	
	Mungledye	3.25	ditto	31.91	ditto.	From 30th Jan.
	Bupettah	1.50	ditto	30.79	ditto.	
	Gowhatty	1.35	ditto	27.74	ditto.	
	Seeshungor	2.58	ditto	37.18	ditto.	
	Jorehaut	2.58	ditto	30.08	ditto.	From 27th Feb.
	Golaghat	1.23	ditto	41.22	ditto.	
	Nayecrah	0.75	ditto	38.06	ditto.	
ARUN.	Debrughur	2.07	ditto	43.78	ditto.	
	Suddya	Not received	ditto	35.50	18th June 1871.	
	Shillong	1.01	ditto	31.50	25th June 1871.	
	Cherapoonjee	4.58	ditto	117.40	ditto.	From 18th Feb.
	Jowai	2.30	ditto	53.35	ditto.	
ARUN.	Sunooogondting	Not received	ditto	18.77	18th June 1871.	

CALCUTTA,
The 8th July 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,

DURING THE HALF MONTH 1st TO 15th MAY 1871.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea-level.

STATIONS.	Height above sea-level.	BAROMETER.				THERMOMETER.										HUMIDITY.				RAINFALL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
		MEAN OF				SOLAR RADIATION.				Mean of min.	MEAN OF				Highest Max.	MEAN OF																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
		Mean.	4 hours.	10 hours.	22 hours.	Range.	Max.		Min.		Day.	Night.	Day.	Night.		Day.	Night.	Mean.	4 hours.		10 hours.	16 hours.	22 hours.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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Port Blair	110	Not received.	29.817	29.635	...	122	121.8</

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 6th July 1871.

Mean Pressures and Temperatures of the preceding Table reduced to Sea Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressure reduced to sea level.	Mean temperature reduced to sea level.	WIND.	
			Proportional prevalence Max.=100.	Mean direction.
Port Blair	...	Not received.		
Madras	...	29°783	44	S 71° E
Vizagapatam	...	29°774	57	S 49° W
Akyab	...	29°774	13	S 45° W
False Point	...	29°777	75	S 40° W
Cuttack	...	29°785	48	S 10° E
Saugor Island	...	29°789	56	S 18° E
Chittagong	...	29°790	16	N 66° W
Calcutta	...	29°786	55	S
Jessore	...	29°743	49	S 30° E
Dacca	...	29°751	30	S 39° E
Oachar	...	29°751	44	S 40° E
Hazareebangh	...	29°690	20	S 8° W
Berhampore	...	29°745	29	N 68° E
Gya	45	N 62° E
Patna	...	29°725	55	N 55° E
Monghyr	...	29°714	58	N 80° E
Darjeeling	...	29°805	17	S 70° W
Gowalparah	...	29°744	67	N 86° E
Shillong	...	Not received.		
Benares	...	29°728	45	N 77° E
Roorkee	...	29°695	48	S 50° E

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17, on the preceding page, by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

CALCUTTA,
The 6th July 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 1st to 7th July 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			B	Miles.	In.		
July	1st	29.608	87.5	76.4	143.5	80.3	77.7	75.0	0.87	S W, S S W & W by S	1.4	142.3	2.24	...	Chiefly overcast. Rain from midnight to 3 A.M., and 5½ to 11 P.M.
	2nd	.555	80.5	75.5	...	78.1	77.1	76.4	.95	W S W & W by S	...	150.9	1.01	○	Overcast. Rain from midnight to 9 A.M., 1 to 2½ P.M., and at 6, 8 and 9 P.M.
	3rd	.561	88.0	70.0	150.0	82.4	79.7	77.8	.80	W by S & S by W	...	111.1	0.02	...	Overcast and cumuli. Light rain at 12 A.M., 1½ and 3½ P.M.
	4th	.637	87.4	79.4	145.0	82.0	79.5	77.1	.83	S by W, S S E & S by E	0.5	208.4	0.09	...	Chiefly cumuli. Light rain at 11 A.M., 1½ and 2½ P.M.
	5th	.602	88.5	80.2	...	83.7	80.7	78.6	.85	S S E & S by E	...	219.9	0.43	...	Stratoni and cumuli. Lightning from 8 to 10 P.M. Rain from 12½ A.M. to 2½ P.M.
	6th	.576	89.8	80.5	148.0	84.4	81.2	79.0	.85	S by E & S	...	109.3	0.27	...	Cirri, cumuli and clear. Rain at 8 A.M. and 3 P.M.
	7th	.543	90.0	81.5	145.0	85.1	81.7	79.3	.83	S by E & S	...	144.4	...	...	Clear and cumuli. Thunder at 4 P.M.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	14.5
The max. temperature during the past seven days	...	90.0
The max. temperature during the corresponding period of the past year	...	91.0
The mean humidity during the past seven days	...	0.86
The mean humidity during the corresponding period of the past year	...	0.82
		Inches.
The total fall of rain from 1st to 7th	... { by lower rain gauge	4.06
	... { by anemometer gauge	3.72
Ditto ditto average of seventeen previous years	...	3.32
Ditto between the 1st January and the 7th July	...	52.37
Ditto ditto ditto ditto, average of seventeen previous years...	...	27.22

GOVERNMENT SEN,
In charge of the Observatory.

The 8th July 1871.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, JULY 19, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Wednesday, the 12th July 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

J. GRAHAM, Esq., *Advocate-General.*

A. R. THOMPSON, Esq.,

S. C. BAYLEY, Esq.,

V. H. SCHALCH, Esq.,

C. E. BERNARD, Esq.,

MOULVY ABDUL LUTEEF, KHAN BAHADOOR,

RAJAH JOTEENDRO MOHUN TAGORE, BAHADOOR,

T. H. WORDIE, Esq.,

and

BABOO DIGUMBER MITTER.

MR. SCHALCH moved that the report of the select committee on the Bill "to provide for local rating for the construction and maintenance of roads and other means of communication," be further considered in order to the settlement of the clauses of the Bill.

The motion was put and agreed to.

The postponed section 8 having been read—

MR. SCHALCH said, he had explained at the last meeting of the Council the objects proposed to be attained by the amendment of which he had since given notice, namely, that it would enable holders of estates or tenures summarily valued by the collector to ascertain the basis upon which they themselves could

calculate the demand which they would have to make on their under-tenants for their proportion of the cess; because in the absence of some such provision, no return having been given in, there would be no data upon which they could ascertain the value of the under-tenures. It was now proposed, that as the collector in summarily valuing an estate would determine the value to be in a permanently settled estate three times, and in a temporarily settled estate twice the annual revenue or rent, so the holder of an estate should similarly be allowed to determine the gross value of any tenure under him to be a certain multiple of the rental of that tenure. The simplest mode of expressing this would be to say that the same multiple which the collector took in assessing the holder of an estate should be the measure for assessing the under-tenure. But it was well known that the rent borne by any tenure always bore a larger proportion to the gross rental than that which in most cases the Government revenue bore; therefore it would be but fair to use in the case of under-tenures, not the same but a somewhat less multiple. Accordingly, it was now proposed that the zemindar should be allowed to assess his under-tenant at one-half the multiple on which he was assessed by the collector. It was also proposed, in those small estates in which the acreage was known, that the collector might, instead of assessing on a multiple of the sudder jumma, assess at an average rate per acre, and in that case the zemindar would have the right to assess at exactly the same value. As provision had been made that the zemindar might within one month of the collector's ascertaining the valuation give in a return, and that return would be taken as the basis of the assessment; so in the same way an under-tenant might also, if he thought the calculation made by the zemindar too heavy, give in a return to the collector of the gross assets of his under-tenure, and that also would be accepted; and he was allowed to do that within one month from the date of the demand made on him for his share of the road cess.

MR. RIVERS THOMPSON said, the object of the section under consideration was to facilitate the valuation of small and petty estates, and the arrangement was that the collector should make the valuation himself under certain rules laid down, namely, that in permanently settled estates the annual value was to be taken at three times, and in temporarily settled estates at twice the amount of the annual revenue or rent. He was given to understand that, in districts like Chittagong, the valuation at that rate would be very much in excess of what the estates could bear, and that such a rule, so far from facilitating the assessment of the rate, would have the result of compelling the parties who had been assessed in the manner prescribed, to come in with their returns showing a smaller valuation, and the whole work would thus have to be done over again. He would therefore suggest whether, instead of having a hard-and-fast line of valuation, it would not be better to give a discretion to the collector by permitting him to make the valuation, in cases like those under consideration, at a sum *not exceeding* three times and twice the revenue or rent.

MR. SCHALCH said, it was with reference to the case of the Chittagong and adjoining districts that he proposed to give the collector the option of valuing estates on the acreage, because both in Chittagong, as well as in Sylhet and Cachar, which were the only three districts in which these numerous small tenures were held, all the estates had been surveyed, and there would be no difficulty in making the valuation on the acreage: the quality of the land also was nearly the same in all the estates, and was pretty well known. He thought, therefore, that the case of the Chittagong and similar districts was quite met by the provision for the valuation by acreage. It seemed, however, a matter for consideration whether we should bind the collector to one hard-and-fast line or give him a certain discretion. If the collector were to value some estates at a higher valuation than others, there might perhaps be the idea—though it would perhaps be merely an idea—that the inequality of assessment was due to the influence of the amlah, and there would be dissatisfaction. Otherwise he (Mr. Schalch) had no objection to the amendment.

After some conversation the section was amended so as to stand thus:—

“Whenever the revenue annually payable in respect of any estate, or the rent annually payable in respect of any tenure, shall not exceed the sum of one hundred rupees, the collector may, without

issuing any notice for such estate or tenure, determine the annual value of the land comprised therein to be in a permanently settled estate a sum not exceeding three times, and in a temporarily settled estate or tenure twice, the amount of the annual revenue or rent payable therefor; and when the acreage thereof has been ascertained, to be at such rate per acre as to him may seem fit. When the land comprised in any estate or tenure has been valued by the collector under this section, the annual value of any portion of such land which is comprised within a subordinate tenure shall be taken to be half the same multiple of the rent payable in respect thereof as the annual value of the whole of such land is of the revenue or rent payable as aforesaid, or shall be at the same rate per acre as the whole of such land; provided that the holder of any such estate or tenure may, within one month from the posting of the valuation roll in respect thereof under section XVII., and the holder of such subordinate tenure may within one month from the date of the first demand made on him for payment of road cess, lodge a return in the form in schedule (A) contained in regard to such estate or tenure or subordinate tenure, and thereupon the annual value of the land comprised therein shall be fixed at the amount entered in such return, subject to the provisions of sections XII. and XIV. Or the collector may, if he think fit, cause a notice to be served in respect of any such estate or tenure in form in schedule (A) contained, and thereupon all the provisions of this Part shall apply in the same way as they would have applied if the annual Government revenue or rent thereof had exceeded one hundred rupees."

Section 22 was agreed to with a verbal amendment.

Section 23 was agreed to.

Section 24 was agreed to with a verbal amendment.

Section 25 was agreed to with verbal amendments.

Section 26 was agreed to.

Section 27 was agreed to with a verbal amendment.

Section 28 having been read—

THE PRESIDENT said he had one or two remarks to make in reference to this section. Objection had been taken to this portion of the Bill by the board of agency of the East Indian Railway Company. The answer which he had caused to be sent to the communication of the board had been circulated to the members of the Council. He might mention that he had this morning received a letter from the agent to the Eastern Bengal Railway Company, couched in similar terms to that which had been received from the board of agency of the East Indian Railway Company, to which His Honor had replied that he had been surprised to receive such an objection from a gentleman who of all others had been most justly pertinacious in urging upon the Government the necessity of constructing local roads as feeders to that railway. Mr. Prestage complained that railways were taxed, while steam navigation companies were not to be taxed, and that jute factories were not to be taxed. His Honor had told Mr. Prestage that he was so far mistaken that when this Bill would be passed into law the effect would be that jute factories would certainly be taxed, and also that the offices and yards of steam companies would be taxed. But it was difficult to tax steamers, as they used only the natural highways of navigation, that is to say, the great rivers, with regard to which there was no expenditure. It was different in the case of canals, which were the subject of heavy tolls. He thought that the representatives of the railway companies were of all people the most interested in the construction of local roads, and were most benefited by them; and he hoped, therefore, that they would not persist in their objections to this Bill. At the same time he had promised that their representations would be laid before the Council.

He had also received a petition from certain coal proprietors in Bengal which there had not been time to circulate, but, as we were at this stage of the Bill, he thought it was desirable that the secretary should read the petition to the Council.

The petition was then read:—

"TO HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL IN COUNCIL.

The humble petition of the coal proprietors in Bengal—

SHEWETH:

That the Bill now before your honorable Council, to provide for local rating for the construction and maintenance of roads and other means of communication, should be amended as regards part III, sections XXVIII. to XXXVIII.

"Section XXVIII. enacts that in any district every mine, quarry, tramway, or railway, or other immovable property not included within the provisions of part II and part IV, shall be liable to the payment of a road cess at such rate not exceeding one-half anna on every rupee of the annual net profits of such mine, quarry, tramway, or railway or other property."

Your petitioners would point out the following objections to and reasons against taxing the profits of coal mines:—

1st.—Your petitioners are zemindars of land under some portions of which coal exists, and that the payment of the cess on land under part II is a sufficient and fair charge upon them, equitably

with other zemindars, for the construction and maintenance of the ordinary roads of the district. The surface of their coal fields is as available for cultivation as any other portion of the country, and a considerable portion is in point of fact at present under cultivation.

2nd.—Your petitioners do not generally use public roads for the purpose of despatching coal; they either construct their own railways and tramways, or use private roads to the line of railway, there being no internal traffic or trade in coal.

3rd.—That communications are already taxed in the coal districts as regards mines situated to the west of the Burrakur, where for crossing over the bridge a toll of two annas per cartload and one anna per cart returning empty is imposed. A cart holds about 12 maunds of coal; the tax is equal thereto—three pies per maund, or 11 per cent. on the value of the coal at the pit-mouth.

4th.—That by the Act for the construction of a bridge across the Hooghly it is proposed to impose a tax upon all coal brought to Howrah.

5th.—That foreign coal is imported free of duty, and owing to the opening of the Suez Canal-English coal has been imported in large quantities, and that it is now selling here at a price little over that ruling for country coal.

6th.—That the proposed tax is an additional income tax in reality, and is not equally and fairly levied on the profits of other industrial enterprises, and is consequently unfair to the industrial enter, prise of coal mining.

7th.—Lastly, that the imposition of a tax on coal is against all recognised principles of taxation, and in the case of India, where one or two districts, limited in area, supply coal to the whole of Bengal and the North-West Provinces, a tax on coal will fall on consumers, who will eventually have to pay for the support of local roads in these districts.

Your petitioners therefore pray that the Bill, as far as regards the taxing of the net profits of coal mines, be not passed into law.

And your petitioners as in duty bound will ever pray "

MR. WORDIE said, he begged to appear on the part of the proprietors of coal. At present the coal trade here was subjected to very serious competition from England and Australia. The difficulty of getting export cargo from home was now so great, that vessels readily accepted a rate of freight to bring out coal, which a few years ago would have been considered nominal, and he was not prepared to say that this state of things would not continue for some years to come. English coal had always a preference over indigenous coal at about the same value. During the last five months 25,500 tons of coal had been imported, against 17,700 tons in 1870; and so long as supplies were on this abundant scale, coal owners would find difficulty in paying their way. The petitioners stated that roads were not much needed in the districts for the transit of coal; the great bulk of it was put at the pit-mouth into wagons on tramways, and thence brought down by rail. At this season of the year a small quantity came by river, but the supply by that route was limited. The article itself was bulky and of small value; and looking to the tax to be put by this Bill on railways, it was not likely that a reduction would be made in the transit charge now levied, and which he believed was at the rate of three annas per maund for an article which sold for six annas in Calcutta, so that the carriage constituted fifty per cent. of the selling value. On arrival at Howrah coal would be subjected to a terminal charge for the Hooghly bridge, although neither directly nor indirectly would it get any benefit from a tax which was not borne by imported coal. Hitherto we had congratulated ourselves on the coal fields of this Presidency, and their possession had no doubt tended to the development of the trade of this port and the establishment of the jute and cotton manufactories in its vicinity.

He thought, therefore, the Council should be cautious in taking any steps which would tend to check the indigenous trade, or put a tax upon it which might result in throwing the industry into the hands of sea-borne coal.

THE PRESIDENT said, as respects the question of competition between sea-borne coal and indigenous coal, he need hardly say that in this country, on the principle of free trade, we wished to do equal justice to all, and he was not prepared at all to accept the argument that there is foreign competition as a reason for giving any advantages to indigenous produce which were not shared by all the other producing industries of the country. He might say that he was taken somewhat by surprise to hear that coal owners were threatened with increasing competition from sea-borne coal. He had been led to believe, from a statement lately made to him, that the increasing use of steam by vessels in consequence of the opening of the Suez Canal had turned out rather the other way. As the stowing bulk of steam vessels was less than that of sailing vessels, and they used their own coal, he thought that the practical effect of the opening

of the Suez Canal would be to diminish the quantity of imported coal thrown on the market. However, the hon'ble gentleman was much better informed on the subject than His Honor could be, but the question perhaps did properly enter into this argument.

With respect to English coal, it was undoubtedly subject to local rates and taxes in England, and that fact would undoubtedly cut away the ground of the petitioners when they asserted that the imposition of a tax upon coal was against all principles of taxation. The hon'ble gentleman must be well aware that English coal was undoubtedly subject to taxation of the very kind proposed by this Bill, and infinitely heavier in every part of England than any which we could venture to suggest in this country.

We must take this question upon its merits, without reference to the relative advantages in other respects of country or sea-borne coal. First, he must say that we had passed the preliminary section of this Bill, which asserted that a tax should be imposed upon all kinds of immovable property without any exception; and therefore His Honor's first objection was, that it was impossible to except coal mines without stultifying ourselves, when we had already declared that there should be no exception.

Then, as regards the particular points taken by the coal owners, he found that the first was that it would be sufficient if the tax was put upon the land they occupied, and not upon the value of their mineral: that would altogether stultify the object of the Bill. We knew perfectly well that there were enormously valuable coal-fields the surface value of which was next to nothing. Only the other day nearly ten lakhs of rupees were paid by Government for a piece of jungle land containing coal, which, taken on a surface valuation, would not be worth Rs. 50. He would say that it would be a perfect farce to tax the surface value of the land and not the enormous value of the mineral in the land, which is a fixed and immovable property.

Then, with regard to the statement that a rate on coal was against all principles of taxation, it seemed to His Honor that such a rate was imposed in all parts of the world. Coal owners and others must use roads and must cut up roads, and they ought therefore to contribute towards the construction and repairs of that which they used and help to wear out. He must also give a contradiction to the assertion that coal owners did not need roads, for he had received repeated applications for the construction of roads as feeders to railways for the purpose of conveying coal to the line of rail. He had only that morning had an application, that from the public funds land should be taken to construct a line of road to bring coal to the railway, the coal company on whose behalf that application was made offering to bear half the cost of construction. Although it was true that in many cases coal owners had made private roads for the conveyance of their coal to the line of rail, the hon'ble member must be aware that they had made these roads simply because there were no public funds available for their construction. But if this Bill was passed, coal owners would have a fair claim that a part of the money should be expended in making roads which would subserve their interests at the same time as those of other people. And as he had told the railway company so he told the coal owners, that they would benefit to an infinitely greater extent than the amount of the small cess they would have to pay.

The other objection taken, that in one particular place a toll is levied on coal coming to the rail, is *pro tanto* a reasonable objection; but His Honor must explain that the toll was levied on an imperial road and on an imperial bridge, made at an enormous expenditure of some thirteen or fourteen lakhs of rupees, and crossing a most difficult river. That was an imperial road and a bridge made with imperial funds, and coal owners were taxed because they had not contributed to the construction of that road and bridge. But as regards local roads and communications, it was not proposed to put on a toll in addition to a cess.

Then, with regard to the further objection that coal would pay a terminal charge in connection with the Hooghly bridge, he must admit that that was the objection he had most difficulty in meeting. That was a special and anomalous arrangement, and he was free to admit that it would be a some-

what hard case against coal owners to impose that toll upon them in addition to the cess under this Bill. He would however express the hope, which several hon'ble members entertained, that when that bridge was made it would pay so well that it would be unnecessary to resort to this special tax or terminal charge on coal. But in case that expectation should fail, he must console them with what they themselves seemed conscious of and stated in their seventh paragraph, that in the end the tax would not fall upon them but upon the consumers of coal. They stated precisely that the production of coal was confined to one or two districts, limited in area, which supply coal to the whole of Bengal and the North-Western Provinces, and that therefore the tax upon coal would fall upon consumers, who would eventually have to pay for the support of local roads in these districts. According to their own showing, therefore, coal owners would escape the tax, and it was quite fair that those consumers who benefited by the production of the coal should contribute towards the construction and maintenance of roads by which it was brought to market.

Under these circumstances, whilst admitting that in respect to the objection regarding the terminal charge on coal in connection with the Hooghly bridge, and in other respects, the prayer of the petitioners was entitled to great respect, he was not prepared to accept the deduction that coal mines should be exempted from the payment of road cess; and he must therefore hold that section 28 of the Bill should stand in its entirety.

MR. WORDIE said, he was not authorized to say that a change in the mode of assessment would meet the wishes of coal owners, but he thought they would prefer to have the tax on every hundred maunds of coal raised at the pit-mouth, to its being levied on the profits derived from coal. The use of roads or other communications would be the same to all whether a mine was worked to profit or not, and he thought it was treating all alike, and would make the cess fall easier to levy the tax on the quantity produced rather than on those merely who worked with success. He could not assert that coal owners would accept that arrangement, but he proposed for the consideration of the Council that the question should stand over for a week, by which time he would endeavour to ascertain the views of those interested in coal.

THE PRESIDENT said, he had no doubt that the Council would be prepared to give any such proposition which the hon'ble member may see fit to make on behalf of coal owners, a most careful and respectful consideration, and His Honor would undertake that there would be ample opportunity for proposing any amendment of this kind, if the hon'ble member should see fit to do so. But inasmuch as the 28th section of the Bill was a general section which covered all immovable property not included in parts II and IV, His Honor would propose that the section be passed, on the understanding that this proposition could be brought forward at the next meeting of the Council, after due notice.

The section was then agreed to.

Section 29 was agreed to with a verbal amendment.

Sections 30 and 31 were agreed to.

Section 32 was agreed to with a verbal amendment.

Section 33 having been read—

MR. SCHALCH said, he would point out that under the previous Part of the Bill, if a false return were given, the person giving it would be liable to be punished under the provisions of the Penal Code, whereas under the Part now under consideration no similar provision was made. Objection to this difference of procedure was taken by the British Indian Association; but it occurred to him that the provision under this Part was much more severe than that under Part II. It would be very rarely indeed that recourse would be had to a prosecution for false return under the Penal Code, whereas under the clause now before the Council the collector could at once make a re-valuation, whilst under the previous Part no re-valuation could be made until the collector obtained a conviction in a criminal court. There could be no doubt therefore that the provision under this Part regarding re-valuations was more severe, and would operate more generally and harshly than the provision under the previous Part of the Bill.

The section was then agreed to.

Sections 34, 35, and 36, were agreed to with verbal amendments.

Sections 37, 38, and 39, were agreed to.

Section 40 was agreed to with a verbal amendment.

Sections 41, 42, and 43, were agreed to.

Section 44 having been read—

MR. SCHALCH said there was considerable discussion in committee regarding this section. There would be no appeal from the valuations except in the case where, on the action of the superintendent, the original assessment was increased, it being considered that as the assessments would be made by the village punchayet, they should be accepted as a fair valuation. But there could be no doubt that it would be a long while before the village punchayets were established throughout Bengal, and therefore practically for some time the assessments would have to be made by the assessing officer appointed by the collector, whose assessments ought to be tested. A similar question occurred when the Village Chowkeedaree Bill was under discussion, and the way the matter was then settled was this. It was enacted that no appeal as of right would lie from the orders of the punchayet as regards the revision of the assessment, but that the magistrate might call for the general list of assessment, and should so call for such list on the application of ten rate-payers, and pass such orders on such list as he might think proper. He himself was not prepared to move any amendment, but he thought it right to bring this matter to the notice of the Council, with the view to enable them to determine whether any amendment should not be made in the section, and whether it might not be done by the substitution of some such provision as that to which he had referred in the Chowkeedaree Act.

After some conversation the section was agreed to with verbal amendments.

Sections 45 to 48 were agreed to with verbal amendments.

Sections 49 to 65 were agreed to.

Section 66 was agreed to with verbal amendments.

Sections 67, 68, and 69, were agreed to.

Section 70 was agreed to with a verbal amendment.

Section 71 was agreed to.

Section 72 was agreed to with a verbal amendment.

Sections 73, 74, and 75, were agreed to.

Section 76 having been read—

MR. SCHALCH said, in this provision considerable alteration had been made. When the Bill was introduced, it was observed by the hon'ble member opposite (Baboo Digumbar Mitter) that a district would form too large an area to be a proper unit of assessment, and that more power should be given to branch committees. Accordingly, it had now been arranged that there should be one district committee and several branch committees in each district. Ordinarily, the branch committees would be subordinate to the district committee, but the Lieutenant-Governor might vest any branch committee with the full powers of the district committee, and then such branch committees would be independent of the district committee, and communicate directly with the commissioner of the division. He would move the addition to the section of the following words:—

“The said Lieutenant-Governor shall from time to time appoint or cause to be elected, under such rules in regard to qualification, election, and discharge as may by him be prescribed for such period not exceeding two years as to him may seem fit, to be members of a branch committee any number of the road cess payers of the portion of the district for which such branch committee shall be formed”

THE PRESIDENT said, he thought it would be better to keep the section as it is. Personally, his object and intention would be to make these branch committees as popular as it was possible to make them; but he submitted that it did not seem desirable to tie up the hands of the Lieutenant-Governor by limiting the qualification of the members of committees, and therefore, if the Council were willing to accept the view, that it should be left to the Lieutenant-Governor to appoint the committees under such general rules as he might prescribe, he would accept the minor amendment.

The motion was carried, and the section as amended was agreed to.

Section 78 related to the assignment of funds.

BABOO DIGUMBER MITTER said, as the assessment would be made for a whole district, there appeared to him to be no means of ascertaining the sums leviable within a particular portion of a district, and it would therefore be very difficult to make an assignment to a branch committee which should not exceed "the total proceeds of all cesses leviable within the said portion of the district." He therefore moved the omission of those words.

After some conversation the amendment was put to the vote, and the Council divided.

AYE—1.

Baboo Digumber Mitter.

NOES—9.

Mr. Wordie.
Rajah Joteendro Mohun Tagore.
Moulvy Abdool Lateef.
Mr. Bernard.
Mr. Schalch.
Mr. Thompson.
Mr. Layley.
The Advocate-General.

The motion was therefore negatived.

The section was then passed with some verbal amendments.

Sections 79, 80, and 81, were agreed to with verbal amendments.

Sections 82 and 83 were agreed to.

Sections 84, 85, 86, 87, and 88, were agreed to with verbal amendments.

Section 89 was agreed to.

Section 90 was agreed to with a verbal amendment.

Sections 91 and 92 were agreed to.

Section 93 was agreed to with a verbal amendment.

Sections 94, 95, and 96, were agreed to.

Section 97 empowered the Lieutenant-Governor to prescribe rules for certain purposes.

On the motion of MR. SCHALCH, the "employment, election, qualification, and discharge of persons employed under the Act" was added to the purposes enumerated in the section.

Schedules A, B, C, and D, were agreed to with one or two verbal amendments.

Schedule E having been read—

THE PRESIDENT said, this was a very important schedule, and it would be a matter for the consideration of the Council whether the rates prescribed by the schedule were proper rates of assessment on houses. In the communication which the hon'ble member on the right had made to the Council on behalf of the British Indian Association, objection was taken that the road cess on houses was too low. His Honor understood that the essence of that objection was that the cess on houses was not put at a sufficiently high rate. The general result of the schedule as it stood appeared to be that for every Rs. 1,000, or part thereof of the estimated value of the house, there should be levied a road cess of Rs. 2. He thought the letting value of houses might be estimated to be about ten per cent. of their capital value, and in that view he would take the letting value of a house that cost Rs. 1,000 to be Rs. 100; consequently, for every Rs. 100 of letting value, house-owners would pay Rs. 2, whereas other rate-payers were charged somewhat more than Rs. 3; and he was therefore inclined to ask the Council whether it would not be proper to substitute Rs. 3 for Rs. 2 in the case of houses whose value was estimated to be between Rs. 500 and Rs. 1,000, the average being Rs. 750; also, to substitute Rs. 4-8 for Rs. 3 as regards houses whose value was from Rs. 1,000 to 2,000, the average being Rs. 1,500; and to substitute Rs. 3 for Rs. 2 as the cess for every Rs. 1,000 above Rs. 2,000. In the case of houses of the value of from Rs. 100 to Rs. 500, the average of which was Rs. 250, he would let the cess remain as it stood in the Bill at Rs. 1.

The schedule was passed after amendments to the above effect.

The postponed sections 1, 2, and 3, and the preamble and title, were then agreed to.

On the motion of MR. SCHALCH, a verbal amendment was then made in section 64.

The Council was adjourned to Wednesday, the 19th instant.

Report on the administration of the Chittagong Municipality for the year 1870-71.

From H. HANKEY, Esq., Officiating Commissioner of the Chittagong Division, to the Officiating Secretary to the Government of Bengal, Judicial Department,—(No. 169, dated Chittagong, the 21st June 1871.)

I HAVE the honor to submit herewith a copy of the annual report on the administration of the Chittagong municipality for the year 1870-71, together with a statement shewing the receipts and disbursements of municipal improvement fund of the town for the same period.

2. In May 1870 the chairman requested to have a sufficient number of municipal commissioners appointed, as he found some difficulty in forming a quorum with the then existing members. This difficulty was, however, obviated by the appointment of several commissioners during the year under report.

3. Two ferries, the proceeds of which had been transferred to the municipal commissioners, were, under Government order No. 5349, dated the 7th December last, transferred from the 3rd class A to the 2nd class A, at the instance of the vice-chairman. But, notwithstanding this increased rate of toll sanctioned by Government, the proceeds from the farming of ferries have fallen off considerably during the year when compared with the proceeds of the previous year. This is most probably owing, as the chairman explains, "to the transfer of Act X. cases to the civil court." (*Vide* paragraph 23 of his report.)

4. The gross amount of tax levied during the year under report amounted to Rs. 8,310-1-6, against Rs. 7,553-1-6 in the previous year. The increase is probably due to the efficient supervision of the chairman over the tax collectors. There is also a slight increase during the year in the proceeds from cattle pound when compared with the receipts from that source in last year, and is due to the police, whose duty it is to impound cattle straying on public roads and streets without any one to look after them. The slight increases and decreases under other heads of receipts hardly call for any remarks.

5. The condition of municipal roads is unsatisfactory in the extreme. It is no exaggeration to say that there are not two miles of road over which it is any pleasure to drive. The chairman is, however, very sanguine about effecting great improvements, but I do not in the least share in his anticipation. The simple fact of the matter is, that the funds available are altogether insufficient for the purpose. The present chairman is active and energetic, and, I am glad to say, appears to take great interest in roads. No amount of energy and supervision will, however, supply the place of money; and energy is unavailing when the exchequer is empty.

6. Regarding the health of the people, it is almost superfluous to say anything. The place is so notoriously unhealthy, that the question annually becomes, not whether it has been healthy or unhealthy, but whether the usual amount of sickness has been more than ordinarily severe. During the year under report the question appears to be answered in the affirmative; for, during the months of April, May, and June, an outbreak of cholera added very materially to the mortality. Cholera is not, however, of frequent occurrence, and its prevalence was attributed to the late setting in of the rains. The efforts of the municipality to remove the sources of the malaria have proved altogether unavailing, and from the general configuration of the country, it would unhappily seem almost beyond the power of human agency to do so. A sanitary committee, backed by large resources to carry out their suggestions, might probably do much; but little can be hoped or expected from a municipality possessed of such very limited means.

7. The conduct of the police was generally satisfactory during the year. In one case only a head constable was accused of extortion, but sufficient legal evidence not forthcoming to show that he was actually guilty, the district superintendent of police punished him departmentally.

Annual Report of the Chittagong Municipality for 1870-71.

1. *Municipal meeting.*—At the commencement of the year the municipality numbered sixteen commissioners, viz.—

H. C. B. C. Raban, Esq., (ex-officio) chairman; F. W. R. Cowley, Esq., vice-chairman, Lord H. Ulick Browne, (ex-officio); A. King Esq., (ex-officio); Dr. J. Duncan; W. Sarson, Esq.; D. Fuller, Esq.; H. H. Martin, Esq.; C. Marshall, Esq.; C. F. Manson, Esq.; Baboo Lall Chand Chowdry; Baboo Iswar Chandra Basu; Baboo Grish Chandra Roy; Baboo Nityananda Roy; Baboo Kanta Prasad Hajari; and Baboo Pran Hari Lalla.

2. Among these the following changes occurred during the year:—

Mr. H. C. B. C. Raban, late chairman, died on the 20th March last, and was succeeded by Mr. F. Cowley.

Mr. King died on the 11th December last, and was succeeded by Mr. V. Knyvett on the 20th idem, who was in turn succeeded by Mr. B. Rattray on the 7th March 1871. Lord H. Ulick Browne was succeeded by Mr. S. C. Bayley on the 26th February 1871.

3. The following gentlemen were subsequently added to the number, viz. J. F. Browne, Esq., J. Halliday, Esq., and Baboo Hari Choitanio Ghose.

4. At the close of the year there were fifteen members, of whom eight were Europeans and seven Natives.

5. The number of meetings held by the commissioners during the year was twenty-three, of which one was special.

6. The special meeting was called on the 3rd September 1870, for the purpose of considering the expediency of resuming charge of municipal ferries at Antimahomed's Ghât and Patharghata, and working them directly by municipal agents.

7. *Jurisdiction, number of divisions, &c.*—The local limits, division, and mahallas of the municipality, remained *in statu quo*.

8. *Area and population.*—The superficial area of the town was the same as in the preceding year. No census was taken; but it is not supposed that there has been any remarkable increase or decrease of population. The number of houses, as taken from the assessment towjees, amounted to 4,861.

9. *Census.*—As a preliminary arrangement to the general simultaneous census which the India Government directed to be taken on 15th November 1871, the municipal overseer was ordered to divide the town within municipal limits into compact enumerator's blocks of about 100 houses in each, adhering as far as possible to the existing mahalla boundaries. Nothing further has been done owing to the postponement of the general census.

10. *Police.*—There was no change in the municipal police force during the year under report.

11. The amount expended for their maintenance was—

	Rs.	A.	P.
Pay	6,210	0	0
Contingencies	182	9	0
Repairs of guard-houses	53	1	3
Clothing	768	0	0
Total	7,216	13	3

12. *Health of the town.*—The sanitary condition of the town during past year was not altogether satisfactory. Endemic malarious fever was, as usual, prevalent, and caused, as the civil surgeon reports, nearly two-thirds of the mortality. At the beginning of the year the town was visited by epidemic cholera, which, however, appears to have subsided more rapidly in the municipality than in other parts of the district.

13. *Sanitary measures.*—The usual steps were taken by clearing jungle, tanks, &c. to guard against malaria; but in a place like Chittagong, where vegetation is very luxuriant, owing to the damp and hot nature of the climate, it is difficult, if not impossible, to keep the station free from jungle.

14. *Latrines.*—Sites for public latrines on the dry-earth system have been selected

Fraught Bazar	2
Bandel Patharghata	2
North Bazar Hat	1
Dewan Bazar	1
Chandrapoora	1
Nonmeln	1
Shoolok Bahar	1
West Chowk Bazar	1
Total	10

in the places marginally noted, and proceedings taken for acquisition under Act X. of 1870. The site at Chowk Bazar, west, was eventually abandoned after close of the year, as it was not considered to be adapted to the purpose.

15. *Sluices.*—Former medical officers, especially Dr. Wise, who, when at Chittagong, took the most lively interest in everything relating to the sanitary condition of the town, have thought that one of the chief causes of unhealthiness is the ingress of salt-water through the tidal creeks which interest the station. Dr. Wise recommended that sluice-gates should be erected at the mouth of the four principal creeks within municipal limits, viz. Kajika nalla, Monahar khali, Badar khali, and Marquard shahab-ka-nalla. An experimental sluice-gate of timber set in pukka masonry has been constructed across a small creek west of Mr. Determe's godown on the Strand road, and has been found to answer tolerably well. Estimates for iron sluice-gates have also been received from Calcutta, but these appear all too expensive for the limited means of the municipality.

16. *Foul tanks.*—It was proposed to ask Government for power to take possession of foul tanks or cesspools in a state dangerous to public health, the owners of which were unable or unwilling to keep them in proper order, without payment of compensation, and cleanse or fill them up as the case might be. No definite proposals have as yet been adopted, and the matter has been postponed for further consideration. The proposal is no doubt in itself excellent; but it is a question whether the municipality, with such limited funds at its disposal, would be able to effect much improvement in this respect in a station like Chittagong, which is full of stagnant pools and holes that would require a very large outlay to fill up.

17. A lifting drainage pump was also brought down from Calcutta to bail out water from stagnant pools.

18. *Springs*.—All the *pucka* springs were ordered to be surrounded with bamboo enclosures, they being the principal sources of drinking water. The following springs were repaired during the past year:—

Rahamatgung spring	..	..	..	1
Jamalkhan	..	..	..	2
Anderkilla	..	..	..	1
School	..	..	..	1
Dewan Bazar	..	..	..	1
Dubra Ghat	..	..	..	1
Peer Peer Badar's spring	..	..	..	1

Rahamatgung spring was newly constructed, and Dewan Bazar spring was made over to the municipality during the past year.

19. *Hospital and dispensary*.—The municipality entertained one vaccinator for three months and ten days, at a monthly cost of Rs. 10.

20. *Roads and conservancy*.—The total amount expended for repairs of roads was Rs. 2,685-13-9. The total length of road metalled was above two miles. Steps were taken for removal of encroachments of long-standing from the Madarbari and Chowk Bazar roads; and the Madarbari Strand road has been extended up to the municipal limits at Goheldanga. The general state of roads and communications in the station is very unsatisfactory; but in a hilly station like Chittagong, where the soil is sandy and heavy downpours of rain frequent, it is especially difficult to keep roads in good order.

21. *Municipal carts*.—Two municipal carts are employed to keep the main roads clear of rubbish and filth; also occasionally for removing dead animals and other conservancy purposes.

22. *House-rate collections*.—The gross amount of house-tax levied under Act III. (B.C.) of 1861 at 6 per cent. amounted to Rs. 8,310-1-6 in the previous year. The state of municipal tax collections has for a long time been most unsatisfactory. I have issued stringent orders in the matter, and expect that arrears will now be speedily disposed of.

23. *Tolls*.—There was a decrease of Rs. 758-6-1 in the ferry collections. The fact is, that the farmers relinquished the ferries on plea of decrease of traffic owing to the transfer of Act X. cases to the civil court. The commissioners then resumed ferries and managed them directly, but the profit derived was more than counterbalanced by the expenses of management, and the ferries were therefore relet.

24. *Fines*.—The amount of fines levied for breach of municipal rules was Rs. 31-11-6. Fifty municipal cases were instituted during the year, and convictions were obtained in six only.

25. *Pounds*.—Pound collections amounted to Rs. 810-4-6, against Rs. 780-13-3 of the previous year.

26. Annexed is the statement showing details of receipts and disbursements during the year under report; also separate statement of expenditure on public works, as required by Government No. 5535 of the 16th October 1868.

A. L. CLAY,
Chairman.

Memorandum by A. L. CLAY, Esq., Chairman of the Chittagong Municipality,—(No. 80, dated Chittagong, the 12th June 1871.)

Copy submitted to the commissioner of the Chittagong division, with reference to his No. 183, dated the 19th May 1868.

District Chittagong Municipal Improvement Fund, under Act III. of 1861, for the year 1870-71.
RECEIPTS.

	Rs.	A.	P.
To balance brought from last account	5,003	7	8
Amount collected on account of the rate of 6 per cent. upon the annual value of houses, lands, and landings	8,310	1	6
Ditto ditto ditto of fees under section 17	75	11	3
Ditto ditto ditto of fines under Act III. of 1861	34	11	6
Government allotment from the amalgamated district roads' fund	3,000	0	0
Cantonment pasturage fees	10	0	0
Proceeds of pounds	810	4	6
Ditto of ferries	4,119	15	3
Revenue of Chowk Bazar	532	10	3
Amount collected on account of miscellaneous receipts	153	5	3
Total	17,118	11	6
Grand Total	22,157	3	2

DISBURSEMENTS.			Rs.	A.	P.
Charges incurred in the collection of rate of 6 per cent. upon the annual value of houses, buildings, and lands, &c. ..			1,255	3	2
Amount expended for office establishment of the municipal commissioners constituted under Act III. of 1864 ..			852	0	0
General conservancy charges			1,391	7	9
Amount expended for the road and conservancy establishment of the municipal commissioners ..			1,215	0	0
Ditto	ditto	for the maintenance of municipal police under section 34, Act III. of 1864..	7,246	13	3
Ditto	ditto	for repairs of roads and lanes ..	1,141	3	6
Ditto	ditto	for the purchase of materials for road and conservancy works..	1,964	9	9
Ditto	ditto	for cleansing drains ..	57	13	3
Ditto	ditto	for the repairs of bridges ..	716	15	0
Ditto	ditto	for the construction of bridges ..	203	5	3
Ditto	ditto	for office contingencies ..	130	3	0
Ditto	ditto	for land revenue of Chowk Bazar khas mehal ..	144	0	0
Ditto	ditto	for pay of vaccinator ..	40	0	0
Ditto	ditto	for stationery and printed forms ..	185	13	6
Ditto	ditto	for watering roads ..	47	6	3
Ditto	ditto	for miscellaneous purposes ..	1,117	3	0
Total ..			19,253	10	8
Balance on the 31st March 1871 ..			3,203	8	3
Grand Total ..			22,457	3	2

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 8th July 1871, on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.									
	Number of passengers.	Coaching receipts.			Weight carried.		Receipts.											
		Rs.	As.	P.	£	s.	d.	Mds.	Srs.	Rs.	As.	P.	£	s.	d.	£	s.	d.
Total traffic for the week	90,455½	1,13,640	2	2	10,417	0	8	444,845	0	*2,05,186	11	9	27,058	15	8	37,475	15	11
Or per mile of railway		88	13	1	8	2	10			250	11	3	21	2	11	29	5	9
For previous 1 day of half-year	10,596	21,048	3	6	2,011	18	5	57,359	0	32,745	3	0	3,001	12	10	5,013	11	3
Total for 8 days	107,051½	1,35,588	5	8	12,428	18	8	402,104	0	3,27,931	14	9	30,060	8	6	42,489	7	2
COMPARISON.																		
Total for corresponding week of previous year	100,007	1,15,549	5	5	10,501	18	7	633,659	0	3,80,943	10	1	34,023	10	0	45,515	8	7
Per mile of railway corresponding period of previous year	.....	102	1	11	9	7	3	...		336	11	4	30	17	3	40	4	6
Total to corresponding date of previous year	129,467½	1,48,502	2	5	13,018	3	11	814,704	0	4,89,836	1	7	44,901	12	10	58,519	16	9

* Rs. 5,063-10-3 added on account of freight of locomotive coal carried on Jubbulpore line.

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 8th July 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.		Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	4,608½	11,415 4 7	1,046 8 1	32,823 0		9,431 15 0	804 11 10	1,910 19 11
Or per mile of railway		51 8 0	4 13 10			42 4 9	3 17 7	8 11 5
For previous 1 day of half-year	642	1,508 11 10	138 0 0	4,828 20		1,312 14 0	120 7 0	258 13 0
Total for 8 days	5,150½	12,924 0 5	1,184 14 1	37,650 20		10,744 13 0	924 18 10	2,169 12 11
COMPARISON.								
Total for corresponding week of previous year	3,717	8,990 5 5	824 2 3	26,212 20		8,217 6 3	753 5 3	1,577 7 6
Per mile of railway corresponding week of previous year		40 5 1	3 13 11	...		36 13 7	3 7 7	7 1 6
Total to corresponding date of previous year	4,779	11,559 0 1	1,059 11 6	33,701 20		10,565 3 5	908 9 7	2,039 1 1

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended the 8th July 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.		Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	25,481	15,372 15 0	1,400 3 9	63,776 20		26,514 7 1	2,430 9 0	3,830 13 6
Or per mile of railway	163	98 3 8	9 0 1	408 0		169 0 9	15 10 7	24 10 8
For previous 1 week of half-year...	5,466½	3,224 11 3	295 11 10	21,114 13		4,539 9 11	410 2 8	711 14 6
Total for 2 weeks	30,947½	18,597 10 3	1,704 15 7	84,890 33		31,054 1 0	2,840 12 5	4,551 8 0
COMPARISON								
Total for corresponding week of previous year	26,443	13,208 5 6	1,210 15 4	133,854 11		21,586 1 6	1,978 14 6	3,189 9 10
Per mile of railway corresponding week of previous year	284	116 10 1	10 13 10	1,193 0		190 9 8	17 9 5	28 3 3
Total to corresponding date of previous year	34,823½	17,664 2 7	1,619 4 4	173,742 10		28,182 5 10	2,583 7 8	4,202 12 6

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 8th July 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.		Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	4,810	725 3 3	72 10 5	7,004 0		242 11 9	24 5 6	96 15 11
Or per mile of railway	172	25 14 5	2 11 10	133 14		8 10 3	0 17 4	4 8 2
For previous 14 weeks of half-year	90,604	18,973 10 9	1,807 7 4	153,194 10		4,405 8 3	440 11 1	2,337 15 5
Total for 15 weeks	104,414	19,698 14 0	1,900 17 9	160,298 10		4,648 4 0	461 16 7	2,434 14 4
COMPARISON								
Total for corresponding week of previous year	5,002½	1,078 9 9	107 17 3	10,216 32		324 7 0	32 8 11	140 6 2
Per mile of railway corresponding week of previous year	203	38 8 4	3 17 1	365 0		11 9 5	1 3 2	5 0 3
Total to corresponding date of previous year	67,743½	14,980 4 0	1,403 0 8	163,757 4		5,747 8 0	574 15 0	2,907 15 8

Meteorological Telegraphic Report for the period 9th to 15th July 1871.

STATIONS	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER		Humidity Sat = 100	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	July 9th	10	29.560	29.587	82.5	80.2	80	S	...	0.23	.....	o
		16	29.403	29.511	84.3	81.5	87	S by E	...	0.04	.....	o
	10th	10	29.581	29.599	86.2	83.2	87	...	...	...	K	o
		16	29.484	29.512	83.8	82.0	91	S E	...	0.10	.....	o
	11th	10	29.582	29.680	85.3	81.0	81	S by E	...	0.28	K, CK	o
		16	29.487	29.485	89.0	81.4	71	S by W	...	...	.....	o
	12th	10	29.616	29.634	82.0	79.2	87	S	...	0.46	S	o
		16	29.556	29.574	85.4	80.5	79	S by E	...	...	S	o, d
	13th	10	29.715	29.733	80.3	78.8	93	S	...	1.37	.....	o
		16	29.541	29.659	80.5	78.0	88	S	...	0.04	.....	o
	14th	10	29.714	29.732	85.3	81.9	85	S S W	...	...	CK	ends from SSW
		16	29.575	29.593	87.6	82.7	80	...	...	...	C	o
	15th	10	29.618	29.636	85.5	82.0	85	...	...	0.43	S	o
		16	29.504	29.522	87.0	83.0	83	...	...	...	S	o
SACOR ISLAND.	9th	10	29.502	29.509	85	82	87	S	8.3*	0.30	N	b, u
		16	29.502	29.508	87	83	83	E S E	8.3*	...	N	o, u
	10th	10	29.542	29.588	87	83	83	S S E	3.6*	...	N	o
		16	29.406	29.503	86	82	83	...	9.2*	...	N	o, u
	11th	10	29.577	29.583	83	81	91	W S W	5.9*	1.80	N	d, o, u
		16	29.508	29.512	85	83	91	S	4.4*	...	N	o, u
	12th	10	29.640	29.646	81	79	91	S	4.9*	2.30	N	o, u, v
		16	29.574	29.620	84	81	87	S E	4.3*	0.10	N	o, u, v
	13th	10	29.570	29.718	86	82	87	S S E	12.8*	0.10	N	o, p, u
		16	29.630	29.636	82	81	95	S E	12.7*	0.40	N	d, o, u
	14th	10	29.735	29.711	87	83	83	S S W	11.7*	0.10	N	m, o
		16	29.608	29.612	87	83	83	...	16.5*	...	N	m, o
	15th	10	29.615	29.661	84	83	87	S	19.0*	0.30	N	m, o, u
		16	29.526	29.532	87	83	83	...	14.3*	...	N	m, o
CHITTAGONG.	9th	10	29.501	29.671	85	80	79	E S E	6.2*	...	K, CK	b
		16	29.517	29.624	81	78	86	S E	14.7*	...	...	d
	10th	10	29.587	29.607	85	80	79	S	5.2*	0.10	CK, KS	b, v
		16	29.472	29.582	81	78	86	S W	11.0*	0.40	KS K.	p, v
	11th	10	29.552	29.662	83	81	91	E S E	5.0*	0.10	KS	p, v, b
		16	29.477	29.586	83	80	87	S E	10.2*	...	K, KS	p
	12th	10	29.630	29.746	84	79	79	S E	6.5*	0.10	K, KS	b, v
		16	29.587	29.607	82	79	87	S W	13.0*	...	N	d, p, u
	13th	10	29.754	29.808	79	77	90	S S E	7.5*	1.20	N	d, u
		16	29.643	29.732	80	81	79	S W	9.4*	...	K	b
	14th	10	29.708	29.819	81	78	86	S	6.3*	0.80	N	r, u
		16	29.587	29.607	82	79	87	S W	11.8*	1.10	CK, CS	d
	15th	10	29.645	29.747	75	75	100	E S E	7.2*	2.30	N	r, o, q
		16	29.542	29.653	81	79	95	S	7.7*	1.30	KS	p, v
MADRAS.	8th	10	29.677	29.707	83	75	40	W S W	11*	...	.....	bc
		16	29.584	29.613	80	78	59	E N E	9*	...	.....	bc
	9th	10	29.723	29.753	93	75	40	W S W	12*	...	.....	bc
		16	29.611	29.641	80	78	68	E	11*	...	.....	bc
	10th	10	29.726	29.750	91	74	39	S W by W	14*	...	.....	bc
		16	29.598	29.628	87	77	61	E S E	8*	...	.....	bc
	11th	10	29.715	29.715	91	75	44	S W	11*	...	.....	bc
		16	29.575	29.606	89	80	66	E by S	11*	...	.....	bc
	12th	10	29.710	29.741	90	74	44	S W by S	12*	0.01	.....	bc
		16	29.602	29.632	73	70	43	S S W	8*	...	.....	bc
	13th	10	29.755	29.785	80	70	58	S	8*	4.29	.....	bc
		16	29.642	29.672	86	78	68	E S E	13*	...	.....	bc
	14th	10	29.803	29.833	87	78	65	S W	8*	...	.....	bc
		16	29.688	29.718	86	78	68	S E by E	9*	...	.....	bc
CUTTACK.	9th	10	29.533	29.615	85	81	83	S S W	0.1*	0.80	N	o, r
		16	29.445	29.527	86	80	75	S	0.3*	...	KS, N	u, f
	10th	10	29.550	29.633	86	80	75	W S W	0.2*	0.60	N	Cloudy.
		16	29.445	29.527	88	81	72	...	0.1*	...	N	o
	11th	10	29.535	29.617	83	79	83	W N W	0.3*	2.70	KS	o, r
		16	29.455	29.537	88	80	69	S S W	0.4*	...	N	Cloudy
	12th	10	29.553	29.635	83	80	87	S E	0.2*	...	N	o
		16	29.510	29.592	84	80	83	S	0.4*	...	N	o
	13th	10	29.667	29.740	81	79	91	S S W	0.3*	0.40	KS, N	o, r
		16	29.580	29.662	85	80	79	...	0.5*	...	KS	Cloudy
	14th	10	29.670	29.753	88	82	76	...	0.5*	...	KS	b
		16	29.555	29.637	86	81	79	S W	1.0*	...	N, C	...
ARYAB.	9th	10	29.890	29.705	81	79	91	S	1	0.90	K	g
		16	29.611	29.626	79	77	90	...	1	...	K, KS	g
	10th	10	29.698	29.713	78	76	90	S E	1	2.00	KS, N	r
		16	29.597	29.612	79	77	90	S	1	0.70	K	g
	11th	10	29.660	29.675	81	79	91	S S E	1	0.80	K	g
		16	29.607	29.622	79	77	90	S S W	1	0.20	KS, N	g
	12th	10	29.751	29.766	77	75	90	S E	1	3.50	KS, N	r
		16	29.698	29.713	78	76	90	S S E	1	1.40	N	r
	13th	10	29.824	29.839	79	76	86	...	1	1.20	K, KS, N	r
		16	29.743	29.758	80	78	91	S S W	1	0.40	K	g
	14th	10	29.822	29.837	80	78	91	S	1	2.00	KS	g
		16	29.720	29.735	81	79	91	W S W	1	0.60	KS, N	r
	15th	10	Not received.									
		16	Not received.									

* Velocity of wind in miles per hour.

CALCUTTA,
The 15th July 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISION.	Stations.	Rainfall from 26th June to 2nd July 1871.	Rainfall from 3rd to 9th July 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	4.50	3.30	26.09	9th July 1871.	Not received 15th to 21st May.
	{ Jail ...	2.67	Not received	20.70	2nd July 1871	
	False Point ...	3.45	0.40	27.10	9th July 1871	
	Jajipore ...	4.62	Not received	23.43	2nd July 1871.	
	Kendraparah ...	2.80	ditto	20.50	ditto.	
	Jugutsingapore ...	1.00	ditto	20.53	ditto.	
	Sumbulpore ...	Not received	ditto	10.55	25th June 1871	
	Balasore ...	1.26	0.74	24.36	9th July 1871.	
	Bhuddruck ...	1.00	3.39	21.45	ditto.	
	Pooroe ...	0.83	Not received	22.14	2nd July 1871.	
CHOTA NAAGPORE.	Khourdah ...	Not received	ditto	21.43	25th June 1871	From 12th June.
	Hazareebaugh ...	Nil	2.39	11.47	9th July 1871.	
	Burhee ...	1.64	3.54	16.03	ditto.	
	Pachamba ...	2.30	3.33	20.04	ditto.	
	Ranchee ...	...	2.59	23.23	ditto.
	Palanow ...	1.55	3.12	18.06	ditto.	
	Purnia ...	2.05	3.10	21.36	ditto.	
	Gobindpore ...	1.29	Not received	7.60	2nd July 1871	
	Chyabassa ...	2.32	2.43	21.50	9th July 1871	
PATNA.	Patna ...	9.25	1.79	19.55	ditto.	Not received 12th June to 2nd July Not received 10th to 10th April and 12th June to 2nd July. From 5th June.
	Behar ...	4.33	2.9	14.90	ditto.	
	Barh ...	1.93	4.87	11.28	ditto.	
	Dinapore ...	10.51	0.69	17.26	ditto.	
	Gya ...	1.97	6.51	17.11	ditto.	
	Shorghotty ...	Not received	2.82	7.31	ditto	
	Nowadah ...	ditto	3.11	9.11	ditto	
	Arungabad ...	1.19	0.84	7.76	ditto.	
	Chumarnu ...	5.74	2.61	17.01	ditto.	
	Bettiah ...	4.26	2.30	12.66	ditto	
	Chaurah ...	7.35	1.10	15.45	ditto.	
	Sewan ...	4.08	Not received	15.71	2nd July 1871	
	Mozufferpore ...	8.45	4.00	23.98	9th July 1871.	
	Durbhangah ...	Not received	6.33	16.03	ditto	
	Seetamaroe ...	5.00	6.90	23.36	ditto	
	Tajpore ...	4.93	Not received	14.24	2nd July 1871	
	Mudhubani ...	0.20	3.24	18.02	9th July 1871	
	Hajpore ...	3.12	1.71	6.95	ditto	
	Arrah ...	4.67	1.20	14.73	ditto.	
	Buxar ...	2.57	1.00	17.10	ditto.	
BHAUGULPORE.	Sasaram ...	2.17	Not received	7.29	2nd July 1871	Not received 15th to 21st May and 10th June to 2nd July. Not recorded 6th to 16th March. From 1st April. From 22nd May.
	Bhubhoah ...	3.16	ditto	12.17	ditto.	
	Benares ...	1.00	1.50	13.13	9th July 1871.	
	Bhangulpore ...	Not received	Not received	1.97	23rd April 1871	
	Mudheypoorah ...	6.70	1.36	23.07	9th July 1871.	
	Banua ...	6.09	1.22	18.43	ditto.	
	Monghyr ...	6.10	1.52	16.76	ditto.	
	Jamooie ...	3.20	2.00	16.23	ditto.	
	Begoomara ...	2.62	1.69	14.13	ditto.	
	Deoghur ...	4.29	0.19	21.39	ditto.	
	Jamtara ...	4.53	0.50	21.83	ditto	
	Rajmahal ...	Not received	Not received	20.40	18th June 1871	
	Pakoor ...	7.20	2.25	13.05	9th July 1871	
	Purneah ...	5.30	2.02	24.18	ditto.	
	Kishengunge ...	3.25	Not received	7.27	2nd July 1871	
RAJSHAHYE.	Arraria ...	6.97	5.84	12.61	9th July 1871	Not received 12th to 18th June. From 13th Feb. From 12th Feb. From 21st May. From 12th June. From 20th June. From 16th Jan. From 17th April. From 22nd Jan.
	Rampore Beaulah ...	5.50	3.19	26.87	ditto	
	Nattore ...	4.65	1.82	26.26	ditto.	
	Bograh ...	13.85	Not received	41.08	2nd July 1871.	
	Dinagapore ...	0.23	1.62	31.05	9th July 1871.	
	Maldah ...	2.50	2.70	19.41	ditto.	
	Berhampore ...	6.37	0.57	27.28	ditto.	
	Jungipore ...	4.44	0.27	25.44	ditto.	
	Lalbagh ...	5.38	0.47	21.00	ditto	
	Jamookandi ...	3.10	1.04	19.63	ditto	
	Pubna ...	6.30	0.30	32.03	ditto.	
	Coomercolly ...	Not received	Not received	5.02	23rd April 1871	
	Seragunge ...	9.80	0.92	39.40	9th July 1871.	
	Bungpore ...	1.60	9.70	42.70	ditto.	
	Bhowanigunge ...	3.14	0.65	34.30	ditto	
BUDWAN.	Titalya ...	3.83	4.97	28.06	ditto.	From 2nd March. From 21st April. From 6th Feb.
	Burdwan ...	6.53	0.37	24.12	ditto.	
	Cutwa ...	2.80	1.10	23.25	ditto.	
	Culina ...	4.03	2.08	31.60	ditto.	
	Bood-Bood ...	3.62	1.32	25.77	ditto.	
	Bancooran ...	4.63	0.95	28.24	ditto.	
	Raneegunge ...	2.80	0.66	19.05	ditto.	
	Sooree ...	3.65	1.47	20.14	ditto.	
	Hooghly ...	8.02	0.30	33.77	ditto.	
	Serainpore ...	7.19	1.32	30.07	ditto	
	Jehanabad ...	7.04	Not received	21.44	2nd July 1871	
	Howrah ...	5.84	2.29	51.28	9th July 1871.	
	Midnapore ...	3.26	4.32	32.05	ditto.	
	Contai { Dy. Collr.'s Office ...	6.73	0.90	31.41	ditto.	
	{ Engr.'s Office ...	6.67	0.90	32.00	ditto.	
	Gurbetta ...	7.05	3.07	29.34	ditto	
	Tamlook ...	8.03	Not received	41.41	nd July 1871.	

DIVISION.	Stations.	Rainfall from 24th June to 2nd July 1871.	Rainfall from 3rd to 8th July 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnaghur ...	0.48	1.60	29.98	8th July 1871.	
	Bongong ...	4.11	1.72	38.25	ditto.	
	Kanaghat ...	3.09	1.98	31.31	ditto.	
	Meloi pore ...	4.23	0.75	25.32	ditto.	
	Choodangah ...	5.10	2.95	41.05	ditto.	
	Koonstah ...	5.82	1.85	44.77	ditto.	
	Jessore ...	7.33	1.99	44.83	ditto.	
	Khoolnah ...	5.57	0.85	38.04	ditto.	From 16th Feb.
	Jenidah ...	7.28	1.30	44.11	ditto.	From 8th March.
	Nurail ...	5.03	0.67	33.64	ditto.	From 3rd April.
	Magoorah ...	8.04	0.34	25.23	ditto.	ditto.
	Bagirhaut ...	5.07	1.91	35.61	ditto.	ditto.
	Saugor Island ...	6.60	0.90	42.39	ditto.	
	Calcutta ...	6.69	2.12	52.73	ditto.	
	Alipore { Jail ...	7.49	1.09	55.27	ditto.	
	{ Hospital... ..	7.17	1.35	54.20	ditto.	
	Barrackpore ...	Not received	Not received	37.27	25th June 1871.	
	Dum-Dum ...	ditto	ditto	30.92	ditto.	
	Baraset ...	ditto	ditto	25.30	ditto.	
	Satkhinah ...	ditto	ditto	32.65	ditto.	
	Basseehaut ...	ditto	ditto	32.48	ditto.	
	Diamond Harbour ...	ditto	ditto	40.40	ditto.	
	Barrapore ...	ditto	ditto	39.02	ditto.	
DACCA.	Dacca { Telegraph Office ..	12.94	ditto	48.87	2nd July 1871.	
	{ Jail ...	12.10	2.00	48.70	9th July 1871	
	Burrianul ..	7.44	1.42	40.00	ditto.	
	Dowlat Khan ...	10.55	3.37	47.15	ditto.	
	Perazapore ...	5.52	2.51	42.38	ditto.	
	Madaripore ...	9.12	1.93	41.04	ditto.	
	Furresapore ...	12.53	0.63	51.95	ditto.	
	Goulundo ...	9.67	1.43	23.14	ditto.	From 5th June.
	Mymaning ...	6.02	1.12	54.87	ditto.	
	Jamalapore ...	10.43	Not received	32.38	2nd July 1871	Not received 18th to 25th June.
	Attoah ...	24.29	1.30	65.81	9th July 1871.	
	Kishoregunge ..	7.01	Not received	60.22	2nd July 1871	
	Sylhet ...	4.07	2.23	62.20	9th July 1871.	
CHITTAGONG.	Cacher ...	2.03	Not received	40.39	2nd July 1871.	
	Hylakandy ...	1.97	ditto	48.84	ditto.	
	Koyah ...	3.19	ditto	51.50	ditto ..	Not received 12th to 18th June.
	Chittagong { Telegraph Office	16.69	0.60	57.18	9th July 1871	
	{ Jail ...	15.80	0.52	56.13	ditto	
	Cox's Bazar ...	15.09	Not received	74.12	2nd July 1871	Not received 10th to 25th June.
	Ranganutea Hill ...	8.05	ditto	47.75	ditto.	
	Nakhalley ..	14.90	1.51	58.85	9th July 1871	
	Tipperah ...	6.28	0.91	51.51	ditto.	
	Brahmanbariah ...	9.45	Not received	52.95	2nd July 1871	
	Akyab ...	20.60	1.80	64.70	8th July 1871	
	Buxa ...	20.14	10.91	74.23	ditto.	
	Gowalparah ...	5.35	Not received	51.45	2nd July 1871	
COCH BHEAR.	Dhoolhee ...	3.09	1.60	36.66	9th July 1871	Not recorded 27th Feb. to 5th March.
	Tura (Garo Hills) ...	14.81	Not received	52.04	2nd July 1871.	
	Darjeeling { Telegraph Office	Not received	ditto	15.95	31st May 1871.	
	{ Hospital ..	9.53	6.72	45.65	9th July 1871	
	Runghee ...	Not received	Not received	28.99	31st May 1871.	
	Falnootah ...	2.41	ditto	22.55	2nd July 1871.	
	Julpigoree ...	3.58	5.96	36.78	9th July 1871.	
	Boda ...	4.98	3.48	30.92	ditto.	
	Tespore ...	5.02	Not received	42.36	2nd July 1871.	
	Nowgong ...	3.48	ditto	31.17	ditto.	
	Mungledye ...	Not received	ditto	31.91	25th July 1871	From 30th Jan.
	Burpettah ...	5.99	ditto	36.78	2nd July 1871.	
	Gowhaty ...	3.80	ditto	31.54	ditto.	
ASSAM.	Seelmauror ...	2.80	ditto	30.08	ditto.	
	Jorehaut ...	4.59	ditto	35.57	ditto ...	From 27th Feb.
	Golaghat ...	2.03	ditto	46.25	ditto.	
	Nazeerah ...	2.07	ditto	41.03	ditto.	
	Debrooghur ...	3.28	ditto	47.06	ditto.	
	Suddya ...	Not received	ditto	36.40	25th June 1871.	
	Shillong ...	0.84	ditto	32.34	2nd July 1871.	
	Cherrapoonjee ...	28.50	ditto	135.90	ditto ..	From 18th Feb.
	Jowai ...	4.09	ditto	58.04	ditto.	
	Samoogoodting ...	Not received	ditto	19.07	25th June 1871.	

CALCUTTA,
The 15th July 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 8th to 14th July 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point	Mean degree of humidity.	WIND.			Rain.	Moon's phase.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			lb	Miles.	In.		
July	8th	29.619	90.2	81.2	144.0	83.6	81.3	79.5	0.87	S S E	...	105.3	0.84	...	Stratoni, cumuli, and overcast. Thunder at 1½ and 5½ P.M. Rain at 4 A.M., 2, 3, 5, and 7 P.M.
	9th	528	85.7	81.0	120.0	83.1	81.1	79.7	.90	S S E	...	119.0	0.49	☾	Overcast and stratoni. Thunder at 9½ A.M., 1, 2, and 3 P.M. Lightning at 9 P.M. Rain at 9½, 12 A.M., and 1 P.M.
	10th	639	86.7	80.7	126.0	83.2	81.4	80.1	.91	S S E & S	...	93.9	0.36	...	Stratoni, cumuli, and overcast. Thunder at 1 P.M. Slight rain at 12½ A.M., and from 2½ to 1, and at 6½ P.M.
	11th	522	80.0	79.4	153.0	83.3	80.7	78.9	.87	S by E & S S E	...	81.2	0.30	...	Stratoni, cumuli, and overcast. Rain at 8 and between 7 and 8 P.M.
	12th	592	86.5	78.0	150.0	81.0	79.4	77.0	.87	S by E & S W	...	112.5	0.10	...	Overcast and cumuli. Slight rain from 1½ to 6, and at 10 A.M.
	13th	674	81.8	77.6	...	80.0	78.8	78.0	.94	S by E & S	...	127.7	1.4	...	Chiefly overcast. Rain from 1½ A.M. to 3 P.M.
	14th	657	88.4	80.5	146.0	83.5	80.9	79.1	.88	S & S S W	...	174.6	0.43	...	Chiefly overcast. Rain at 5½ A.M., and from 6½ to 9 P.M.

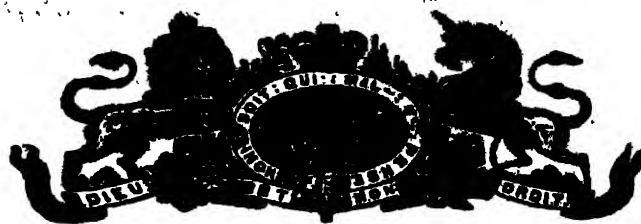
The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	12.6
The max. temperature during the past seven days	...	90.2
The max. temperature during the corresponding period of the past year	...	93.7
The mean humidity during the past seven days	...	0.89
The mean humidity during the corresponding period of the past year	...	0.83
Inches.		
The total fall of rain from 8th to 14th	... { by lower rain gauge	3.99
	... { by anemometer gauge	3.61
Ditto ditto average of seventeen previous years	...	2.45
Ditto between the 1st January and the 14th July	...	56.36
Ditto ditto ditto ditto, average of seventeen previous years...	...	29.68

GOPENAUTH SEN,
In charge of the Observatory.

The 17th July 1871.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, JULY 26, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Wednesday, the 19th July 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding.*

A. R. THOMPSON, Esq.,

S. C. BAYLEY, Esq.,

V. H. SCHALCH, Esq.,

C. E. BERNARD, Esq.,

MOULVY ABDOL LUTEEF, KHAN BAHADOOR,

T. H. WORDIE, Esq.,

and

BABOO DIGUMBER MITTER.

DISTRICT ROAD CESS.

MR. SCHALCH moved that the Bill to provide for local rating for the construction and maintenance of roads and other means of communication be further considered to enable him to move certain amendments therein. He said that since the last meeting of the Council he had, with the assistance of the secretary, gone carefully through the Bill, and he found that there were a few alterations to be made—not alterations affecting the principle of the Bill at all, but in the direction of the correction of verbal errors, or to make clearer some of the provisions of the Bill, which were now somewhat complicated.

The motion was agreed to.

Mr. Schalch said, the first amendment he would propose was in section 3, to insert a definition of the term "holder of an estate" which was now used in the Bill. In the Bill as it formerly stood the word "zemindar" was used, but as the term "holder of an estate" was now substituted for the word "zemindar," it was necessary to define the term so as to include all holders collectively. He therefore moved insertion of the following definition after the definition of the word "tenure:"

"The words 'holder of an estate or tenure' mean all or any of the holders thereof; and where two or more proprietors are jointly holders thereof, they shall be jointly and severally liable under this Act."

The motion was agreed to.

In section 5 a verbal amendment was made on the motion of Mr. Schalch.

Mr. Schalch said that the method of calculation for the valuation of subordinate tenures was laid down by section 8. By that method, in some cases the annual value of a subordinate tenure would be reduced below the actual rent. For that he would propose, as an amendment, to omit the words from the word "half" in line 19 down to the word "aforesaid" in line 22, and to substitute for those words the following:—

"A sum equal to the rent thereof, increased by one-half the same multiple or fraction of such rent as that by which the annual value of the whole of such land determined as aforesaid exceeds the revenue or rent payable for the same."

The real result of the provision would best be exemplified by an illustration. Supposing an estate gave a revenue of Rs. 100, and had a tenure with a rental of Rs. 80; supposing the collector to assess the original tenure at one-and-a-half times its revenue; the total annual value of the estate would then be Rs. 150. But the half of one and a half would be three-quarters, and when you multiply the rent by three-quarters, it would make the annual value Rs. 60, or Rs. 20 less than the rent. By the way proposed you increase the rent by half the multiple of the increase, which, in the case supposed, would give Rs. 40, and the result would be an annual valuation of Rs. 120.

The motion was agreed to.

A verbal amendment was made in section 35.

THE PRESIDENT said, that before the Council proceeded beyond part III., he must submit an amendment of some importance. He flattered himself that the striking testimony of the equitableness and excellence of this Bill was this fact, that everybody seemed to look upon it with equal objection and complained equally about it; every one who was hit by this Bill complained equally. No one liked to pay a tax. The proof of the goodness and equity of a tax bill seemed to him to be clear when every one complained. We had a good many complaints from those whom the Bill had hit, and who did not like to pay. We had answered, he hoped satisfactorily, all those complaints. One objection still remained, and that was the objection of the Government of India, upon whom some portion of the cess upon railways would ultimately fall. The objection of the Government of India was a legal objection, namely, that we were precluded by the Indian Councils' Act from passing any Bill which would have the effect of laying a burden upon the revenues of India. He had been himself disposed to treat the railways in which the Government of India was interested as property and not revenue. But from some discussions that had taken place, so far as the matter had as yet proceeded, the Government of India had taken another view of the matter. They considered that the revenue derived from Government railways was not in the nature of income from property, but was public revenue of that description to which the provisions of the Indian Councils' Act applied. They also considered that, inasmuch as the important railways of this country were guaranteed by the Government of India, and inasmuch as those railways did not earn the amount so guaranteed, every sum which under this Bill would be deducted from the earnings of those railways, would eventually fall upon the Government of India; and that was no doubt the case. In this view they considered, as regards guaranteed railways, that the imposition of this cess would be a contravention of the Indian Councils' Act.

Well, as he had said, he believed that we had satisfactorily answered most of the objections to this Bill. His view and expectation was, that so far as argument went, we could satisfactorily answer the objections of the Government of India. To our own satisfaction at least he hoped to do so. But as compared to all other objectors, the Government of India was in the position that they have us in their hands: we cannot pass our Bills and carry them into effect without their consent. However good a case we might have, it would be useless to proceed against the opinions of the Government of India in such a matter. In order, therefore, to obviate the difficulty which had arisen, the course he would propose was this, that inasmuch as the objection of the Government of India was a legal objection, inasmuch as there was some reason to believe that in point of strict law the Government of India was right, inasmuch as it may so happen that this Bill would affect the Government of India in the manner for which the Indian Councils' Act provides, it will be necessary that we should insert a clause which would obviate the legal part of the objection. The mode which he proposed to obtain that object was to provide that the cess shall not be leviable from these railways, the property of the Government or guaranteed by the Government, without the previous consent of the Governor-General in Council. He imagined that this provision would obviate the legal difficulty, and that it would still be open to us to use those arguments which we hope will prevail with the Government of India; and that in the end we shall, if it can be proved equitable, obtain the cess from the railways which are either the property of the Government or guaranteed, with the consent of the Governor-General in Council and the Secretary of State. In order to meet the difficulty then, and at the same time to leave the matter open for future consideration, he had the honor to propose to the Council that at the end of section 28 of the Bill we should add these words:—

"Provided that no railway nor tramway the property of the Government of India, nor any railway nor tramway of which the dividend is guaranteed by Her Majesty's Secretary of State for India in Council or by the Governor-General of India in Council, shall be liable to a road cess under the provisions of this Act without the consent of the said Governor-General of India in Council first had and obtained."

The motion was agreed to.

MR. WORDIE said, that at the last meeting of the Council he had undertaken to ascertain whether coal proprietors would prefer a change in the mode of assessment of the cess on coal mines. He found that the coal owners were not unanimous in their views, and did not want any change in the mode of assessment. Their unanimity only consisted in this, that they did not want to pay any cess at all. Under these circumstances he had no amendment to propose.

Verbal amendments were made in sections 80, 93, 95, and 97.

On the motion of MR. SCHALCH the Bill was then passed.

CENSUS OF BENGAL.

MR. BERNARD applied to the President that the Rules of the Council be suspended, to enable him to move that the report of the select committee on the Bill to enable the Lieutenant-Governor to take a census of Bengal be taken into consideration.

THE PRESIDENT having declared the Rules suspended—

MR. BERNARD said, the report of the select committee having been printed only within the last day or two, he would ask that the report be read by the secretary.

The report was then read:

"We, the select committee appointed to consider the Bill 'to enable the Lieutenant-Governor to take a census of Bengal,' have the honor to make the following report:—

"We have proposed a new section empowering municipal authorities to take the census in Calcutta and other towns.

"We have introduced a clause making enumerators public servants under the Penal Code.

"We recommend that the Bill as now amended be passed.

"C. BERNARD.

"RIVERS THOMPSON.

"JOTEENDRO MOHUN TAGORE.

"The 15th July 1871."

On the motion of MR. BERNARD, the Council then proceeded to consider the Bill in the form recommended by the select committee.

Sections 1, 2, and 3 were agreed to.

Section 4 was passed with verbal amendments.

By section 5 landholders were required to give all "reasonable assistance" towards the taking of the census. An amendment was carried requiring them to give "such assistance as the collector may require;" and a provision was added to enable the Lieutenant-Governor to "determine, by rules to be published in the *Calcutta Gazette*, the nature of the assistance which the collector may require."

Sections 6 and 7 were agreed to after verbal amendments.

Sections 8 and 9, and the preamble and title, were agreed to.

On the motion of MR. BERNARD the Bill was then passed.

THE PRESIDENT said, that as far as he was aware, he hoped it would not be necessary to trouble the Council at this season of the year with any further meetings for the despatch of much substantive business. Probably it will be necessary that a formal meeting of the Council two or three weeks hence should take place in order to receive the report of the select committee on the Embankment Bill. At the same time, that being a Bill of great complication and importance, and one which it was desirable should be considered with great care, it was not the intention of the Government to ask the Council to proceed with the Bill till a later period of the year. With that exception he thought he might express the hope that he should not find it necessary to trouble the Council with any further labors till the commencement of November next. He thanked hon'ble members very heartily for the assistance he had received from their constant attendance and able assistance in the conduct of very important business, and he trusted that they would be prepared by November next to proceed with other important business which it will probably be his duty to lay before the Council.

The Council was adjourned till a day of which notice will be duly given.

Report of the Santipore Municipality for 1870-71.

From HORACE A. COCKERELL, Esq., Officiating Commissioner of the Presidency Division, to the Officiating Secretary to the Government of Bengal in the Judicial Department,—(No. 117J, dated Calcutta, the 7th July 1871.)

WITH reference to Government order No. 2441, dated 22nd April 1867, I have the honor to submit the administration report of the Santipore municipality for the year 1870-71, together with the statement of receipts and disbursements of the municipality for the year.

2. I have pointed out to the chairman that the municipal commissioners have expended on the dispensary Rs. 100 in excess of the amount which the Government, in its letter No. 4660 of the 23rd July 1869, allowed to be devoted to this purpose.

3. With reference to paragraph 11 of the vice-chairman's report, the magistrate has been requested to inquire and report in what respect the conduct of the municipal police has not been satisfactory. The affairs of the municipality during the past year have been actively superintended by the vice-chairman, Baboo Annundo Moy Moitro.

From C. C. STEVENS, Esq., Chairman of the Santipore Municipality, to the Commissioner of the Presidency Division,—(No. 152, dated Kishnaghur, the 10th June 1871.)

I HAVE the honor to forward the annual statement of receipts and disbursements of the Santipore municipality for the year 1870-71, together with a copy of the administration report received from the vice-chairman.

2. The total income of the year is Rs. 16,296-6-9, showing an increase of Rs. 1,905-1-10 on the income of the preceding year.

3. The total expenditure of the year under report is Rs. 18,919-3-9. There is an excess expenditure of Rs. 2,746 over that of last year, due to the fact that a sum of Rs. 3,065-14-6 was expended in payment of compensation for land taken up for the municipality on account of new roads.

4. The municipal commissioners held twenty-two ordinary and ten special meetings during the year. At eleven of the former and six of the latter work was done. On the other days a sufficient number of commissioners to form a quorum did not attend. This shows but an indifferent amount of attention to municipal work on the part of the commissioners, though I have to acknowledge some improvement in this respect as compared with the previous years.

5. The dispensary is kept up by local subscriptions, and undoubtedly proved a most useful institution.

6. I visited the town twice and spent a considerable time there. I am glad to be able to bear testimony to the satisfactory state of the roads, and the generally neat aspect of the town.

7. This is due almost entirely to the energy and attention which the vice-chairman devotes to his duties.

Administration Report of the Santipore Municipality for the year 1870-71.

I HAVE the honor to submit an account of the working of the municipal law in the town of Santipore during the year 1870-71, as detailed in the paragraphs following.

1. No changes of any importance calling for special notice took place in the affairs of this municipality within the year under review. Success in general may be said to have characterized the working of the law in all of them.

2. The municipal commissioners held eleven ordinary and six special meetings during the year for the transaction of municipal business.

3. The number of municipal cases decided by the commissioners was 103, and the amount of fines imposed upon and levied from the offenders came up to Rs. 57-11. The offences were chiefly those of obstruction and nuisance, and considering the small amount of fines imposed, the offenders were on the whole leniently dealt with.

4. The houses and other taxable properties were not re-assessed at any revised rate, and the rate of assessment continued as before, at $6\frac{1}{2}$ per cent.

5. From the annual statement for 1870-71, it will appear that in the revenue of the municipality there was an increase of Rs. 1,905-9-6 over that of 1869-70. This excess in the income was derived chiefly from the house tax.

6. The conservancy department of the municipality was under the superintendence of a conservancy overseer, whose establishment consisted of seven conservancy carts and thirteen coolies. These coolies daily went round the town along with the carts for cleaning purposes. In addition to the ordinary establishment, the municipality had to make during the Rash mēla special conservancy and sanitary arrangements for the occasion at an additional cost of Rs. 117-14-3. The particulars of the arrangements for the Rash mēla will be found detailed in the resolution of the committee held on the 3rd November 1870, a copy of which was duly sent to your office.

7. In compliance with the requisition of the Bengal Government (*vide* Government letter No. 4567, dated 17th July 1869), one boat and two murdarfrushes were employed to take up and bury all the dead bodies that might be found floating on the surface of the river, and the police were directed to be always on the look out and not allow anybody to throw dead bodies into the water. The river water, which is used by the inhabitants for drinking and cooking purposes, was thus kept free from foul contamination, and this greatly conduced to the health and comfort of all around.

8. The health of the town was excellent. There was not epidemic or endemic disease of any kind in the town or within its vicinity.

9. The municipal charitable dispensary was greatly resorted to by patients, and its beneficial usefulness is gradually being appreciated by the community at large.

10. The municipality had to pay a large sum (Rs. 3,065-14-6), the value of lands for the site of a road from Santipore to Sutragur, a distance of nearly a mile, and so much activity could not be shown in the direction of road-making during the year. Nevertheless one metalled road was constructed, leading from the Post Office to Nootunhaut, a distance of thirty-nine chains, at a total cost of Rs. 2,446-8, besides repairing all the existing non-metalled roads.

11. The operation of the municipal police had not been very satisfactory, whereto attention of the district superintendent of police was once called through the chairman during the year. This opportunity is taken to urge it again for the consideration of Government.

Lastly, I beg to conclude by making my acknowledgment of the active and zealous co-operation I received from the clerk and other subordinate officers in the achievement of the results dwelt upon above. All of them, both individually and as a body, discharged their respective duties to my unqualified satisfaction.

SANTIPORE,
The 19th May 1871.

ANUND MOY MOITRO,
Vice-Chairman.

Municipal Improvement Fund of Santipore Municipality, under Act III. of 1864, for the year 1870-71.

		Rs.	As.	P.	Rs.	As.	P.
<i>Dr.</i>	To balance brought from last account ..	.....			4,502	8	2
	To amount collected on account of the rate of 6½ per cent. upon the annual value of houses, buildings and lands, &c., during the year ..	11,447	9	3			
	Ditto ditto ditto for 1869-70 ...	1,215	9	3			
	Ditto ditto ditto „ 1868-69 ...	44	3	6			
	Ditto ditto ditto „ 1867-68 ...	49	8	9			
	Ditto ditto ditto „ 1866-67 ..	3	13	3			
					12,760	12	0
	To amount collected on account of fees on the registration of carts ..	398	0	0			
	Ditto ditto ditto of fines for the breach of the municipal Acts and rules, &c. ...	57	11	0			
	Ditto ditto ditto of miscellaneous receipts ..	21	11	6			
	Ditto ditto ditto of ferry ..	2,075	14	0			
	Ditto ditto ditto of fines imposed on cattle impounded during the year ...	833	10	3			
	To amount collected on account of license fees ...	148	12	0			
					16,296	6	9
	Total ..	.....			20,798	14	11
<i>Cr.</i>	By charges incurred in the collection of rate of 6½ per cent. upon the annual value of houses, buildings, and lands, &c. ..	1,040	0	0			
	Printing charges ..	312	0	0			
					1,352	0	0
	By conservancy charges ..	.....			1,654	0	0
	By amount paid as pay and contingencies of the municipal police ..	.....			6,956	0	0
	By amount paid on account of roads, viz. establishment's pay ..	432	0	0			
	Compensation for purchasing lands ..	3,065	14	6			
	Charges for making and burning bricks ..	2,356	6	0			
	Metalling Nootunhat road ..	968	10	0			
					6,822	14	6
	By amount paid for the repair of following roads—						
	Mothcegunge road ..	123	12	0			
	Petty repairs and chilchal of sundry roads ..	200	10	6			
					324	6	6
	By amount paid for erecting two pucca drain bridges ..	.....			25	8	9
	Ditto ditto for the repair of four ditto ...	.....			34	10	0
	Ditto ditto for the repair of drains ..	.....			20	8	0
	Ditto ditto for the office establishment of municipal commissioners ..	.....			499	0	0
	Ditto ditto for contingency of municipal commissioners ..	.....			68	7	3
	Ditto ditto for pound-keeper's pay and contingencies ..	.....			157	8	6
	To amount paid for the charitable dispensary ..	.....			700	0	0
	By ditto for the following miscellaneous expenses, viz. charges incurred for sanitary purposes at the time of Rash mēla ...	117	14	3			
	Subscription of <i>Calcutta Gazette</i> , and price of Penal Code ..	46	0	9			
	Charges for cutting jungles, rewards for killing jackals, and other sundry charges ..	140	5	3			
					304	4	3
	Total ..	.....			18,919	8	9
	By balance on the 31st March 1871 ..	.....			*1,879	11	2
	Total ..	.....			20,798	14	11

* In the Treasury
Ditto office ..

Rs. As. P.
1,269 14 0
609 13 2

SANTIPORE,
The 19th May 1871.

C. C. STEVENS, *Chairman.*
ANUND MOY MOITRO, *Vice-Chairman.*

Report of the Kishnagur Municipality for 1870-71.

From H. A. COCKERELL, Esq., Officiating Commissioner of the Presidency Division, to the Officiating Secretary to the Government of Bengal in the Judicial Department,—(No. 116J, dated Calcutta, the 6th July 1871.)

IN accordance with Government order No. 2411, dated 29th April 1868, I have the honor to submit the administration report of the Kishnaghur municipality for the year 1870-71, with a copy of the statement of the annual receipts and disbursements.

From C. C. STEVENS, Esq., Chairman of the Kishnaghur Municipality, to the Commissioner of the Presidency Division,—(No. 151, dated Kishnaghur, the 4th June 1871.)

I HAVE the honor to forward the annual administration report of the Kishnaghur municipality for the year 1870-71, together with a statement of actual receipts and disbursements.

2. At the commencement of the year there were seventeen commissioners.
3. The following gentlemen have been municipal commissioners during the year :—

The Commissioner of the Presidency division.	..	} <i>Ex-officio.</i>
C. C. Stevens, Esq., officiating magistrate and chairman.	..	
Major Forbes, executive engineer.	..	
Mr. Adams, officiating district superintendent of police.	..	
Captain G. M. Bowie, officiating ditto ditto.	..	
W. F. McDonell, Esq., civil and sessions judge.	..	
G. K. Webster, Esq., officiating joint-magistrate and vice-chairman.		
W. B. Oldham, Esq., officiating joint-magistrate and vice-chairman.		
F. J. Needham, Esq., deputy magistrate.		
F. J. Earl, Esq., civil surgeon.		
F. H. Barrow, Esq., assistant magistrate.		
L. C. Abbott, Esq., ditto ditto.		
Rev. C. H. Blumhardt.		
The Maharajah Bahadoor of Kishnaghur.		
Rai Judu Nath, Rai Bahadoor.		
Baboo Umesh Chundra Datta, also secretary.		
„ Ram Chundra Mukhapadhaya, pleader.		
„ Prassanna Cumar Basu, pleader.		
„ Mritoonjoy Roy ditto.		
Moulvie Golam Russool ditto.		
Baboo Kali Churn Laheri, sub-assistant surgeon, in private practice.		
Baboo Poresli Nath Sukul, serishtadar, collector's office.		

4. During the year Mr. McDonell, Mr. Webster, Mr. Barrow, and Mr. Adams, left the station, and the Maharajah Bahadoor of Kishnaghur died in October last.

5. At the close of the year there were sixteen commissioners, of whom eight were European and eight Native.

6. Twenty-one ordinary meetings of the municipal commissioners were held during the year. At twenty of them work was done on but one occasion; a sufficient number of commissioners to form a quorum did not attend.

7. The ordinary meetings are, as a rule, held on the 10th and 25th of each month, and have been better attended than in the preceding year. I have to acknowledge much improvement in this respect.

8. The income of the year was derived from the following sources :—

				Rs.	As.	P.
Balance of last year	...	...	..	13,413	7	2
House-rate	...	...	...	13,652	4	0
Fines	...	...	..	95	13	3
Conservancy	...	...	...	234	15	0
Cattle pounds	...	...	..	931	1	0
Park estate	...	...	..	1,260	12	6
Toll bars	...	...	...	2,712	13	0
Printing	...	...	...	45	0	0
Miscellaneous	...	...	...	911	12	9
Recoverable expense	...	...	...	6	13	0
Burial ground	...	...	...	10	0	0

	Budget estimate.			Actual receipts.			Difference.			Excess collection.		
	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.
House-rate	14,000	0	0	13,652	4	0	347	12	0	0	0	0
Toll bars	3,000	0	0	2,712	13	0	287	3	0	0	0	0
Fines	100	0	0	95	13	3	4	2	9	0	0	0
Miscellaneous	700	0	0	911	12	9	0	0	0	211	12	9
Cattle pounds	750	0	0	931	1	0	0	0	0	181	1	0
Conservancy carts	150	0	0	234	15	0	0	0	0	84	15	0
Park estate	800	0	0	1,260	12	6	0	0	0	460	12	6
Printing	80	0	0	45	0	0	35	0	0	0	0	0
Recoverable expense	50	0	0	6	13	0	43	3	0	0	0	0
Burial ground	0	0	0	10	0	0	0	0	0	10	0	0
Total	19,630	0	0	19,861	4	6	717	4	9	948	9	3

	Rs.	As.	P.
Outstanding balance of past years	..	937	12 5
Demand of 1870-71	..	14,669	8 6
Total	..	15,607	4 11
Amount collected	..	13,652	4 0
Amount remitted	..	245	12 4
Total	..	13,898	0 4
Net amount outstanding	..	1,709	4 7

9. The decrease in house-rate collection is partly owing to the fact that the rates on the Government houses for the fourth quarter of 1870-71 have not, up to this time, been paid by the collector, and partly to the negligence on the part of the collecting sirkars, who have been discharged from the beginning of the present year.

10. The remissions during the year have been small as compared to those of last year.

11. *Toll bars.*—The decrease of Rs. 287-3 under this head is due to the fact that the deposits of the toll farmers on account of their several gates were received in March 1870, and entered in accounts of 1869-70, and also to the practice introduced for the first time this year of reducing the deposits from one-fourth to one-eighth of the year's rent.

12. *Fines.*—The subjoined statement will shew the assistance rendered during the year under report by the conservancy overseers and the municipal police:—

Number of cases requiring issue of notice	..	573
Number of cases requiring issue of summons	..	244
Number of persons tried	..	282
Number of persons fined	..	117
Number of persons released	..	165
Rs. As. P.		
Amount of fine imposed	..	98 8 3
Amount collected	..	95 13 3
Amount outstanding	..	2 11 0

Out of these reports forty-six were made by the municipal police and 771 by the conservancy overseers. Thus the police, though they have not done much, have improved in comparison with last year.

13. *Miscellaneous.*—The miscellaneous receipts amounted to Rs. 911-12-9, or Rs. 211-12-9, in excess of the budget estimate. They were derived from the following sources:—

	Rs.	As.	P.
License fees	..	484	4 0
House rent	..	183	0 0
Distrainment fees	..	49	4 9
Clerk's salary realizable from Santipore and Ranaghat	..	180	0 0
Petty miscellaneous	..	15	4 0

The excess collection is due to the following causes:—(1) that the distrainment fees were not estimated for in the budget; (2) that the license fees were under-estimated.

14. *Pounds.*—There are five pounds in the town, four of which, are solvent, and the fifth, which is in the Park estate, does not indeed pay its way; but since its establishment there has been an increase in the income from the estate, owing to extended cultivation, which would not have taken place if cattle trespass and consequent injury to crops had not been prevented by the pound. The fines levied on the cattle impounded in these five pounds amounted to Rs. 931-1 or Rs. 181-1 in excess of the estimate.

15. *Conservancy*.—A special conservancy cart was employed for removing the stable refuse of the stable-keepers who keep carriages for hire; the expense of this has been realized from them at a fixed rate of 10 annas each carriage per month. There is an increase of Rs. 84-15 over the estimate, owing to the increase in the number of carriages kept for hire.

16. *Park estate*.—There is an increase of Rs. 460 over the budget estimate; this is due to an extension of cultivation under Utbundi tenure. There was also an extra income of Rs. 72 from sale proceeds of decayed and withered trees.

17. *Recoverable expense*.—No charges were incurred during the year, consequently there was no receipt under this head, except Rs. 6-12, being the legal expense realized from a defaulter against whom a decree had been obtained :—

	Budget estimate.			Actual expenditure.			Saving.			Excess expenditure.		
	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.
Collecting establishment	1,120	0	0	1,037	14	0	82	2	0	0	0	0
Office establishment	476	0	0	587	10	3	0	0	0	111	10	3
Roads' establishment	10,000	0	0	9,414	1	9	585	14	3	0	0	0
Law expense	200	0	0	0	0	0	200	0	0	0	0	0
Conservancy	1,000	0	0	865	12	6	134	3	6	0	0	0
Police	5,580	0	0	5,709	0	0	0	0	0	129	0	0
Local improvement	1,500	0	0	553	15	4	946	0	8	0	0	0
Park estate	1,100	0	0	1,069	12	11	30	3	1	0	0	0
Miscellaneous	700	0	0	370	8	0	329	8	0	0	0	0
Pounds	450	0	0	490	2	0	0	0	0	40	2	0
Printing and stationery	260	0	0	531	8	0	0	0	0	271	8	0
Toll bar	200	0	0	34	11	0	165	5	0	0	0	0
Burial ground	150	0	0	121	0	0	29	0	0	0	0	0

18. *Expense of collection*.—Under this head Rs. 82-2 less than the estimate was paid, as the collections were bad and payment is made by commission.

19. *Office*.—The increase of Rs. 111-10-3 under this head is due to the fact that the Secretary's pay, Rs. 50 per mensem, was not provided for in the budget. The appointment has had effect from 1st January last.

20. *Roads*.—The following statement will shew the total expenditure on the metalled roads.

NAMES OF METALLED ROADS.	Amount		
	Rs.	As.	P.
High street	2,000	15	0
Circular road	802	0	6
Park estate road	1,324	1	0
Jail road	178	6	9
Buggoolah road	618	5	9
Gobind	159	12	0
Gowarree	248	15	0
New	174	7	6
Rajah's	241	0	0
Barrendra	80	5	0
Total	6,228	4	6

Out of this amount a sum of Rs. 1,080 was paid in March 1870, and accounted for in last year's annual statement.

21. Ninety-eight kutchra roads were repaired and put into order at a cost of Rs. 1,702.

22. Two bridges were constructed during the year; one over the Ujuna, and the other over the canal near the Rajah's diggy. Besides these, six culverts were constructed.

23. *Arboriculture*.—Fifty young trees were planted in the Circular road in place of those which had been destroyed by the cyclone.

24. *Law expense*.—Nothing was expended during the year under this head.

25. *Conservancy*.—The conservancy establishment consists of two overseers, six cart-drivers, and one murdarfrush. Only the salaries of these men, feeding allowance for the animals, contingencies, and the value of one pony, are shewn under this head. The decrease of Rs. 134 is due to the fact that the cost of repairing the carts, and the cost of purchase of a pony, which had been provided for in the budget estimate, were not incurred during the year.

26. *Police*.—The fixed expenditure of the year under this head was Rs. 5,292, and the estimate, Rs. 5,580. But a further sum of Rs. 417, being the arrear pay of the police for the month of May 1868, which had not been adjusted previously, was in the course of the year paid to the magistrate on his requisition, No. 109, dated 28th March 1870; consequently there is an increase of Rs. 129 over the estimate.

27. *Local improvement.*—The canal for supplying the tanks west of the High street with the riverwater was improved. In order to supply drinking water to the other part of the town, the municipal commissioners, after discussing the subject at several meetings, resolved to improve the Nundi tank, the Boistum tank, and the Ruipookur. The work was commenced in March.

28. *Park estate.*—The decrease of Rs. 30-3 is due to the fact that some of the lackraj-dars did not come forward to receive their rents during the year.

29. *Miscellaneous.*—The decrease of Rs. 329-8 is due to the circumstance that the expenditure for repairing the municipal office was not incurred during the year under report. Moreover, the jungle on the sides of the roads was cut by the coolies who are employed permanently. Their pay was charged to the road fund.

30. *Pounds.*—The increase of Rs. 40-2 over the estimate is chiefly owing to the fact that a sum of Rs. 35-5, being the surplus amount of sale proceeds of unclaimed cattle, was refunded within three months after the sale to the owners.

31. *Printing.*—The increase of Rs. 271-8 over the budget is due to the fact that a set of new Bengalee types was purchased during the year. This charge was not provided for in the budget of this year, but in that for 1869-70, when it was not incurred.

32. *Toll bars.*—The estimate was made under the impression that one toll bar would be kept under khas management; but this was not done, all the toll gates having been farmed out. The sum of Rs. 34 expended under this head was for repairing the gates.

33. *Burial ground.*—The decrease of Rs. 29 is owing to the fact that the estimated expenditure for repairing the enclosure and the mallee's house was not incurred during the year.

34. *General remarks.*—The health of the town has been good during the year.

35. A vaccinator was appointed in February last.

The following statement will shew the particulars of vaccination :—

		Male	..	..	..	78
		Female	..	..	..	48
Caste	..	Christian	..	..	..	1
		Hindoo	..	..	..	124
		Mussulman	..	..	..	1
Age	..	Under one year	..	..	..	12
		Above ditto	..	..	..	114
Result	..	Successful	..	..	..	122
		Unsuccessful	..	..	..	4
Re-vaccination	{	Successful	..	..	..	5
		Unsuccessful	..	..	..	1

36. *Municipal officer.*—Baboo Umes Chandra Datta, an energetic municipal commissioner, was unanimously elected as secretary.

37. The servants of the municipality have generally given satisfaction by the manner in which they have performed their duties.

Municipal Improvement Fund of Kishnaghur Municipality, under Act III of 1864, for the year 1870-71.

RECEIPTS.		Amount.	Total.
		Rs. As. P.	Rs. As. P.
To balance brought from last account	..	.....	13,413 7 2
To amount collected on account of the rate of 6 per cent. upon the annual valuation of houses, buildings, and lands, &c.	..	13,652 4 0	
To amount collected on account of fines under Act III. of 1864	..	95 13 3	
Ditto ditto of burial ground	..	10 0 0	
Ditto ditto of recoverable expense	..	6 13 0	
Ditto ditto of Park estate	..	1,260 12 6	
Ditto ditto of road tolls	..	2,712 13 0	
Ditto ditto of cattle pounds	..	931 1 0	
Ditto from the stable-keepers, &c., for the expenses incurred for a special cart employed for removing their dirt, &c.	..	234 15 0	
To amount collected on account of supplying printing forms	..	45 0 0	
Ditto ditto of miscellaneous receipts, such as license fees, house rent, distraint fees, &c.	..	911 12 9	
			19,861 4 6
Total	..		33,274 11 8

EXPENDITURE.	Amount.			Total.		
	Rs.	As.	P.	Rs.	As.	P.
Charges incurred in the collection of the rate of 6 per cent. upon the annual value of houses, buildings, and lands, &c.	1,037	14	0			
Charges incurred in establishment of the municipal commissioners	587	10	3			
Conservancy charges	865	12	6			
Amount paid to district treasury for the maintenance of police under section 34 of Act III. of 1864, and for the construction of section-houses, &c.	5,709	0	0			
Amount expended on account of roads ..	9,414	1	9			
Ditto ditto of tanks and drainage ..	553	15	4			
Ditto ditto of Park estate ..	1,069	12	11			
Ditto ditto of legal expense ..	0	0	0			
Ditto ditto of cattle pounds ..	490	2	0			
Ditto ditto of value of printing types and stationery ..	531	8	0			
Ditto ditto of toll bar ..	34	11	0			
Ditto ditto of Mahomedan burial ground ..	121	0	0			
Ditto ditto of miscellaneous charges ..	370	8	0			
				20,785	15	9
Balance on the 31st March 1871				12,488	11	11
	Total	..		33,274	11	8

KISHNAGHUR,
The 4th June 1871.

C. C. STEVENS,
Chairman.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 15th July 1871, on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.									
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.												
		Rs.	As.	P.	£	s.	d.	Mds.	Srs.	Rs.	As.	P.	£	s.	d.	£	s.	d.
Total traffic for the week	84,101	1,07,874	7	5	9,888	9	10	409,421	30	*2,98,460	8	9	27,358	17	8	37,347	7	6
Or per mile of railway		84	4	11		7	14	7		235	4	3	21	7	8	29	2	3
For previous 1 week of half-year	107,051½	1,35,588	5	8	12,428	18	8	499,104	0	3,27,931	14	9	30,060	8	6	42,489	7	2
Total for 2 weeks	191,152½	2,43,462	13	1	22,317	8	6	908,525	30	6,26,392	7	6	57,419	8	2	79,736	14	8
COMPARISON																		
Total for corresponding week of previous year	95,019	1,21,540	13	1	11,141	4	10	508,851	10	3,24,760	6	10	29,769	14	2	40,910	19	0
Per mile of railway corresponding period of previous year		107	6	8		9	16	11		287	0	3	26	6	3	36	3	2
Total to corresponding date of previous year	224,486½	2,70,102	15	6	24,759	8	9	1,321,555	10	8,14,596	8	5	74,671	7	0	99,420	15	9

* Rs 11,898-9-3 added on account of freight of locomotive coal carried on Jubbulpore line.

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 15th July 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	8,311	7,749 2 5	710 6 9	58,611 30	8,901 2 6	824 8 9	1,834 10 6
Or per mile of railway		34 12 0	3 3 9		40 5 1	3 13 11	8 17 8
For previous 1 week of half-year	5,150½	12,924 0 5	1,181 14 1	37,650 20	10,744 13 0	984 19 10	2,169 12 11
Total for 2 weeks	8,461½	20,673 2 10	1,895 0 10	91,262 10	19,735 15 6	1,809 2 7	3,704 3 5
COMPARISON.							
Total for corresponding week of previous year	4,163	10,796 16 1	980 13 10	14,539 30	3,904 6 10	357 18 1	1,347 11 11
Per mile of railway corresponding week of previous year		48 6 8	4 8 9		17 8 1	1 12 1	6 0 10
Total to corresponding date of previous year	8,972	22,355 10 2	2,040 5 4	48,241 10	14,469 10 3	1,326 7 8	3,375 13 0

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended the 15th July 1871, on 156½ miles open.

		Rs. As. P.	£ s d	Mds. Srs.	Rs. As. P.	£ s d.	£ s. d.
Total traffic for the week	23,931	14,438 0 0	1,323 6 0	77,043 7	19,347 11 11	1,773 10 10	3,096 16 10
Or per mile of railway	164	92 3 11	8 9 1	492 0	123 10 1	11 6 8	19 15 9
For previous 2 week of half-year	30,937½	18,597 10 3	1,704 15 7	84,890 33	31,054 1 0	2,946 12 5	4,551 8 0
Total for 3 weeks	56,509½	33,033 10 3	3,028 1 7	1,61,934 0	50,401 12 11	4,630 3 3	7,648 4 10
COMPARISON.							
Total for corresponding week of previous year	23,050½	12,189 4 6	1,117 6 11	82,901 18	13,456 15 0	1,233 11 1	2,350 18 6
Per mile of railway corresponding week of previous year	204	107 10 1	9 17 4	820 0	118 13 2	10 17 10	20 15 2
Total to corresponding date of previous year	57,674	29,853 6 7	2,736 11 3	266,643 28	41,639 4 10	3,916 18 9	6,553 10 6

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 15th July 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week . .	4,474½	713 3 6	71 6 5	8,612 10	271 2 6	27 2 4	98 8 4
Or per mile of railway	160	25 7 7	2 11 0	307 23	9 10 11	0 19 2	3 10 4
For previous 15 weeks of half-year	104,414	19,698 14 0	1,989 17 9	160,288 10	4,648 4 0	464 16 7	2,484 14 4
Total for 16 weeks .	108,888½	20,412 1 6	2,041 4 2	168,900 20	4,919 6 6	491 18 11	2,583 3 1
COMPARISON							
Total for corresponding week of previous year	4,914	858 9 9	85 17 2	9,283 10	307 0 6	30 14 1	116 11 3
Per mile of railway corresponding week of previous year	176	30 10 8	3 1 4	333 0	10 15 5	1 1 11	4 8 3
Total to corresponding date of previous year	92,657½	15,788 14 0	1,678 17 10	172,040 14	6,054 8 6	605 9 1	2,184 6 11

Meteorological Telegraphic Report for the period 16th to 22nd July 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	July 16th	10	29.597	29.613	84.0	81.8	81	S S W	...	0.13	....	o
	16	16	29.492	29.510	83.0	81.5	81	S by E	...	...	S	o
	17th	10	29.548	29.560	83.5	79.7	85	W	...	0.83	C, CS	o
	16	16	29.450	29.468	85.0	81.0	83	S E	...	...	K, N	o
	18th	10	29.537	29.555	85.8	81.4	81	E by S	...	...	K, CK	o
	16	16	29.435	29.453	85.2	80.6	83	S E	...	...	S	o
	19th	10	29.518	29.536	85.4	81.2	81	E S E	...	...	K	Scuds.
	16	16	29.423	29.441	85.5	81.7	85	S S E	...	0.13	C	o
	20th	10	29.548	29.566	85.5	81.5	88	S	...	0.01	....	o, d, scuds from S
	16	16	29.470	29.488	84.9	81.0	83	E S E	...	0.13	S	o
SALGORE ISLAND.	21st	10	29.570	29.584	80.5	79.6	97	S by W	...	0.25	....	o
	16	16	29.510	29.528	84.2	80.5	85	S S W	...	1.12	C	o
	22nd	10	29.640	29.658	81.5	79.0	80	S	...	0.12	....	o
	16	16	29.578	29.596	79.0	78.5	93	S S W	...	0.30	....	o, d
	10th	10	29.593	29.598	83	81	81	S S W	11.1*	0.10	N	o, d, g
	16	16	29.500	29.506	80	82	83	S S E	5.8*	...	N	o
	17th	10	29.557	29.563	84	83	80	N W	13.0*	0.20	N	o
	16	16	29.476	29.482	87	82	79	S S E	15.0*	...	N	h, v
	18th	10	29.523	29.520	88	82	76	E N E	3.2*	0.10	N	h, v
	16	16	29.423	29.420	89	83	78	E S E	9.0*	0.20	N	h, v, u
CHITTAGONG.	10th	10	29.487	29.493	86	82	83	E N E	8.3*	0.10	N	h, v
	16	16	29.417	29.423	86	81	79	E S E	14.1*	0.10	N	h, v, u
	20th	10	29.540	29.555	85	81	83	S S E	12.2*	0.20	N	h, v
	16	16	29.178	29.184	87	82	79	S S E	11.5*	...	N	h, m
	21st	10	29.597	29.603	83	81	81	S S W	13.0*	0.70	N	d, o, w
	16	16	29.516	29.552	81	78	75	S	10.1*	...	N	o
	22nd	10	29.678	29.684	80	78	81	S S W	11.5*	1.20	N	o, r
	16	16	29.577	29.583	79	78	95	S S W	7.5*	0.70	N	m, r
	16th	10	29.609	29.719	82	79	87	S E	7.4*	0.10	K, KS	o
	16	16	P	P	82	79	87	S S E	8.1*	...	KS	u, g
MADRAS.	17th	10	29.534	29.644	85	80	79	E	4.0*	...	CK, C	o
	16	16	29.432	29.541	84	81	87	S W	8.4*	...	K, KS	o
	18th	10	29.504	29.613	86	80	75	N N E	5.5*	0.10	CK, C	h, l
	16	16	29.458	29.564	86	82	83	S	5.3*	0.10	K, CK, KS	h, v
	19th	10	29.551	29.661	84	79	79	E	3.2*	0.10	K, KS	o
	16	16	29.487	29.597	81	78	86	S	13.8*	0.10	N	d, u
	20th	10	29.619	29.720	83	79	83	E	8.9*	...	K, KS	o
	16	16	29.551	29.661	81	79	79	S E	11.0*	0.20	K, KS	p, v
	21st	10	29.629	29.730	82	80	81	E	7.7*	...	K, KS	o
	16	16	29.565	29.677	77	76	85	S W	15.0*	0.10	N	d, g
CUTTACK.	22nd	10	29.676	29.787	78	77	85	E S E	7.0*	1.20	N	d, u
	16	16	29.601	29.712	80	78	81	S	6.3*	0.10	KS	p, u, g
	15th	10	29.704	29.824	87	80	73	S S W	12*	2.01	....	o
	16	16	Not received.	Not received.	...	...	...	...	...	...	...	o
	10th	10	29.697	29.727	83	76	71	S by W	5*	0.05	....	o
	16	16	29.780	29.810	84	75	64	S	8*	0.51	....	o
	17th	10	29.671	29.704	88	76	55	S by W	5*	...	....	o
	16	16	29.753	29.783	84	76	67	S S W	8*	...	....	o
	18th	10	29.630	29.660	87	79	58	S W	11*	...	....	o
	16	16	29.741	29.771	83	74	63	S S W	14*	0.20	....	o
AYRAB.	20th	10	29.632	29.662	87	76	58	S S W	18*	...	....	o
	16	16	29.720	29.750	84	75	61	S	11*	...	....	o
	16	16	29.618	29.648	90	77	53	S W by S	3*	...	....	o
	21st	10	29.763	29.793	87	75	55	S W by S	15*	0.02	....	o
	16	16	29.670	29.700	93	79	43	S by W	8*	...	....	o
	15th	10	29.527	29.609	87	81	78	S W	3.0*	...	KS, C	Fair
	16	16	29.507	29.590	82	79	87	S S W	0.1*	...	N	d
	10th	10	29.593	29.645	84	81	87	S W	0.2*	...	N, KS, C	o
	16	16	29.472	29.554	89	81	69	W S W	0.1*	...	C, KS, N	o
	17th	10	29.530	29.612	87	81	76	W	0.2*	0.30	C	r, fair
CUTTACK.	16	16	29.425	29.507	87	82	79	S S W	0.5*	...	N	o, u
	18th	10	29.513	29.595	84	80	83	W N W	0.2*	0.80	N	o, u
	16	16	29.383	29.465	83	80	87	W N W	0.2*	...	N	d
	19th	10	29.438	29.521	79	78	95	N N W	0.1*	...	N	o
	16	16	29.335	29.417	84	80	83	W	0.3*	...	N, KS	o
	20th	10	29.455	29.537	80	80	75	S S W	0.2*	1.00	KS	Fair
	16	16	29.375	29.457	88	80	69	S	0.4*	...	C, KS	o
	21st	10	29.675	29.667	83	76	71	W S W	0.4*	...	N, C, KS	o
	16	16	29.497	29.579	86	79	72	S S W	0.8*	...	N	o
	16th	10	29.706	29.721	79	77	90	S	1	0.90	KS, N	g
AYRAB.	16	16	29.607	29.622	79	77	90	S	1	...	K	g
	17th	10	29.609	29.624	82	78	82	S E	1	1.50	C, CS, K	h
	16	16	29.519	29.534	82	79	87	S	2	...	CS, K	h
	18th	10	29.591	29.609	80	78	91	S E	2	0.10	K, K	g
	16	16	29.500	29.524	83	79	87	S E	2	...	K, KS	g
	19th	10	29.606	29.681	79	77	90	S E	2	2.40	N	d
	16	16	29.617	29.632	79	77	90	S	2	0.20	K, KS	g
	20th	10	29.723	29.788	80	77	86	S	2	0.90	h, KS	g
	16	16	29.676	29.691	79	77	90	S S E	1	0.40	N	r
	21st	10	29.781	29.796	77	75	80	S E	1	2.10	N	r
AYRAB.	16	16	29.693	29.708	80	78	91	S	1	0.10	K, KS	g
	22nd	10	29.777	29.792	78	76	90	E S E	1	2.00	K, KS	g
	16	16	29.708	29.723	82	80	91	S S W	1	0.80	K, KS	g

* Velocity of wind in miles per hour.

CALCUTTA,
The 22nd July 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISION.	Stations.	Rainfall from 3rd to 9th July 1871.	Rainfall from 10th to 16th July 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	3.30	3.70	30.68	16th July 1871.	
	{ Jail ...	4.28	2.56	27.54	ditto.	
	False Point ...	0.40	Not received	27.10	9th July 1871	
	Jaypore ...	4.53	0.43	34.39	16th July 1871.	
	Kendraparah ...	1.20	0.60	22.50	ditto.	
	Jugutsingapore ...	3.80	2.20	26.63	ditto.	
	Sunbulpore ...	2.74	2.59	18.46	ditto.	
	Balsore ...	0.74	2.74	27.10	16th July 1871.	
	Bluddruck ...	3.39	2.22	25.67	ditto.	
	Pooree ...	2.35	5.18	29.67	ditto.	
CHOTA NAGPORE.	Khoordah ...	3.83	Not received	29.78	9th July 1871.	
	Hazareebaugh ...	2.39	2.47	13.94	16th July 1871	
	Burhee ...	3.54	2.35	18.38	ditto.	
	Pachamba ...	3.33	2.32	23.26	ditto.	
	Ranchee ...	2.60	2.01	25.24	ditto.	
	Palamow ...	3.12	3.33	21.39	ditto.	
	Purulia ...	3.10	6.05	27.41	ditto.	
	Golindpore ...	0.23	0.11	13.84	ditto.	... From 12th June.
	Chyebassia ...	2.43	1.25	22.75	ditto	
PATNA.	Patna ...	1.79	0.27	25.82	10th July 1871.	
	Behar ...	2.29	6.47	21.43	ditto	
	Barh ...	4.87	0.68	17.84	ditto	
	Dinapore ...	0.69	6.34	23.64	ditto.	
	Gya ...	6.51	4.04	21.75	ditto.	
	Sherghotty ...	2.82	5.48	18.10	ditto.	
	Nowadah ...	3.11	4.17	20.33	ditto.	
	Arungabad ...	0.84	2.98	10.74	ditto.	
	Chumparun ...	2.60	4.76	21.77	ditto	... From 5th June.
	Bettiah ...	2.30	5.78	18.44	ditto.	
	Chuprah ...	1.10	6.71	22.10	ditto.	
	Sewan ...	3.44	5.01	25.09	ditto.	
	Mozufferpore ...	4.00	4.00	27.98	ditto.	
	Durbhangah ...	0.33	5.60	35.55	ditto	... Not received 15th to 21st May.
	Sectamarree ...	6.90	0.00	23.06	ditto.	
	Tajpore ...	2.70	3.20	20.14	ditto	... Not recorded 6th to 19th March.
	Mudhubani ...	3.24	4.08	23.00	ditto	... From 1st April.
	Hajipore ...	1.71	4.26	11.21	ditto	... From 22nd May.
	Ariah ...	1.20	0.46	21.19	ditto.	
	Buxar ...	1.00	7.10	21.20	ditto.	
BHAUPUR.	Sasseram ...	0.83	6.70	14.82	ditto.	
	Bhubhooh ...	3.08	11.77	27.62	ditto.	
	Benares ...	1.50	3.80	16.93	16th July 1871.	
	Bhangulpore ...	Not received	Not received	1.97	23rd April 1871.	
	Mudheypoorah ...	1.36	ditto	23.07	9th July 1871.	
	Banka ...	1.23	5.69	24.32	16th July 1871.	
	Monghyr ...	1.52	5.28	22.06	ditto.	
	Jamooie ...	2.00	0.93	23.16	ditto.	
	Begooosari ...	1.69	4.07	18.80	ditto.	
	Deoghur ...	0.49	4.73	26.12	ditto.	
	Jamtara ...	0.50	7.32	29.15	ditto	... From 13th Feb.
	Rajmehal ...	1.10	Not received	25.10	9th July 1871	... From 12th Feb.
	Pakoor ...	2.25	5.75	17.80	16th July 1871	... From 21st May.
	Prneah ...	2.02	4.93	20.11	ditto.	
	Kishengunge ...	4.69	10.59	22.55	ditto	... From 12th June.
RAJSHAHYE.	Arraria ...	5.84	Not received	12.81	9th July 1871..	... From 26th June.
	Rampore Beaulah... ..	3.19	0.70	36.57	16th July 1871.	
	Naitore ...	1.82	12.95	41.21	ditto.	
	Bograh ...	0.30	6.00	51.18	ditto.	
	Dinapore ...	1.62	4.65	35.70	ditto.	
	Maldah ...	2.70	5.37	21.78	ditto.	
	Berhampore ...	0.57	0.77	34.05	ditto.	
	Jungpore ...	0.27	3.78	28.23	ditto.	
	Jalbhagh ...	0.47	4.21	25.21	ditto	... From 16th Jan.
	Jamookandi ...	1.04	2.72	22.35	ditto	... From 17th April.
	Pubna ...	0.30	2.53	35.16	ditto.	
	Coomercolly ...	Not received	Not received	5.02	23rd April 1871	... Not recorded from 1st May.
	Serajgunge ...	0.92	8.79	48.19	10th July 1871.	
	Ruppore ...	0.70	10.10	52.80	ditto.	
	Bhowanigunge ...	0.65	7.45	41.84	ditto	... From 22nd Jan.
BURDWAN.	Titalya ...	4.97	0.12	34.18	ditto.	
	Burdwan ...	0.37	3.84	27.96	16th July 1871.	
	Cutwa ...	1.10	4.59	27.84	ditto.	
	Culina ...	2.06	3.23	34.83	ditto.	
	Bood-Bood ...	1.32	3.75	29.52	ditto.	
	Bancoorah ...	0.95	4.91	33.15	ditto.	
	Baneesgunge ...	0.66	0.24	25.29	ditto.	
	Sooree ...	1.47	1.74	21.88	ditto.	
	Hooghly ...	0.30	2.90	38.67	ditto.	
	Serampore ...	1.32	2.58	32.65	ditto	... From 20th March.
	Johanabad ...	2.43	Not received	20.86	9th July 1871	... From 21st April
	Howrah ...	2.29	4.06	55.84	16th July 1871.	
	Midnapore ...	4.32	3.87	36.82	ditto.	
	Contai { Dy. Collr.'s Office ..	0.90	2.73	31.14	ditto.	
	{ Engr.'s Office ...	0.90	3.25	41.25	ditto.	
	Gurbetta ...	3.07	4.37	33.71	ditto	... From 6th Feb.
	Tumlook ...	1.70	3.07	46.18	ditto.	

DIVISION.	Stations.	Rainfall from 3rd to 8th July 1871.	Rainfall from 10th to 16th July 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnaghur ...	1.60	1.94	31.92	16th July 1871.	
	Bongong ...	1.72	1.67	39.92	ditto.	
	Ranaghat ...	1.98	2.52	33.83	ditto.	
	Meherpore ...	0.75	2.61	27.93	ditto.	
	Chooadangah ...	2.05	3.30	44.35	ditto.	
	Kooshteah ...	1.85	3.02	48.39	ditto.	
	Jessore ...	1.90	4.07	48.90	ditto.	
	Khoolnah ...	0.85	1.50	39.54	ditto.	From 16th Feb.
	Jenidah ...	1.30	4.84	48.05	ditto.	From 6th March.
	Nurail ...	0.67	9.95	37.59	ditto.	From 3rd April.
	Magoorah ...	0.34	1.67	28.80	ditto.	ditto.
	Bagirhaut ...	1.01	2.78	38.34	ditto.	ditto.
	Saugor Island ...	0.00	5.20	47.60	ditto.	
	Calcutta ...	2.12	2.70	55.53	ditto.	
	Alipore { Jail ...	1.00	2.66	57.03	ditto.	
	Alipore { Hospital ...	1.35	2.89	57.09	ditto.	
	Barrackpore ...	1.01	Not received	51.79	9th July 1871.	
	Dum-Dum ...	1.03	ditto	37.25	ditto.	
	Baraset ...	1.05	ditto	37.85	ditto.	
	Satkherah ...	1.44	ditto	41.80	ditto.	
DACCA.	Basseerhaut ...	0.85	ditto	40.55	ditto.	
	Diamond Harbour ...	1.10	ditto	45.55	ditto.	
	Barrpore ...	2.10	ditto	47.91	ditto.	
	Dacca { Telegraph Office ...	2.87	5.50	57.30	16th July 1871.	
	Dacca { Jail ...	2.00	5.40	54.10	ditto.	
	Burrianl ...	1.12	3.92	52.03	ditto.	
	Dowlat Khan ...	2.37	4.03	51.78	ditto.	
	Percepore ...	2.51	2.15	44.53	ditto.	
	Madarijore ...	1.03	Not received	41.04	9th July 1871.	
	Furreedpore ...	0.63	4.72	56.67	10th July 1871.	
	Gonulondo ...	1.13	4.36	27.60	ditto.	From 5th June.
	Mymensing ...	1.12	6.59	61.46	ditto.	
	Jamalpore ...	3.22	3.90	39.50	ditto.	Not received 19th to 25th June.
	Atteah ...	1.30	7.10	72.91	ditto.	
CHITTAGONG.	Kishoregunge ...	1.53	6.88	68.93	ditto.	
	Sylhet ...	2.23	8.87	71.07	ditto.	
	Cachar ...	6.77	Not received	47.16	9th July 1871.	
	Hylakandy ...	7.53	ditto	51.37	ditto.	
	Koyah ...	Not received	ditto	51.59	2nd July 1871	Not received 12th to 18th June.
	Chittagong { Telegraph Office ...	0.50	7.50	59.68	16th July 1871.	
	Chittagong { Jail ...	0.52	6.59	62.72	ditto.	
	Cox's Bazar ...	1.72	Not received	79.12	9th July 1871.	
	Rangamata Hill ...	4.63	ditto	52.38	ditto.	
	Noakhally ...	1.51	6.89	65.74	10th July 1871.	
COCK BAZAR.	Tipperah ...	0.91	10.17	61.03	ditto.	
	Brahmanbariah ...	1.34	12.22	66.51	ditto.	
	Akyab ...	1.80	14.30	100.00	10th July 1871.	
	Buxa ...	10.91	23.22	97.45	ditto.	
	Gowalparah ...	3.25	Not received	54.70	9th July 1871	
	Dhooobree ...	1.60	4.15	39.31	10th July 1871	Not recorded 27th Feb. to 5th March.
	Tura (Garo Hills) ...	2.00	8.77	62.81	ditto.	
	Darjeeling { Telegraph Office ...	Not received	Not received	15.95	31st May 1871.	
	Darjeeling { Jail ...	0.72	6.82	52.17	10th July 1871	
	Runghee ...	Not received	Not received	28.09	31st May 1871.	
ASSAM.	Falcottah ...	0.11	11.04	40.60	10th July 1871.	
	Julpigooree ...	5.90	15.79	52.57	ditto.	
	Boda ...	3.18	Not received	30.92	9th July 1871.	
	Tesepore ...	0.30	ditto	42.08	ditto.	
	Nowgong ...	4.89	ditto	37.06	ditto.	
	Mungledye ...	2.53	ditto	34.18	ditto.	From 30th Jan.
	Burpettah ...	2.88	ditto	39.06	ditto.	
	Gowhaty ...	3.43	ditto	34.97	ditto.	
	Seebaugor ...	13.10	ditto	53.08	ditto.	
	Jorehaut ...	6.06	ditto	12.53	ditto.	From 27th Feb
	Golaghat ...	6.03	ditto	52.27	ditto.	
	Nazeerah ...	0.07	ditto	50.10	ditto.	
	Debrooghur ...	6.80	ditto	53.05	ditto.	
	Suddya ...	3.37	ditto	13.24	ditto.	
	Shillong ...	1.27	ditto	33.61	ditto.	
	Cherrapunjee ...	8.03	ditto	144.82	ditto.	From 18th Feb.
	Jowai ...	1.97	ditto	60.01	ditto.	
	Samooogoodting ...	2.08	ditto	24.08	ditto.	

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 22nd July 1871.

**Abstract of the Results of the Hourly Meteorological Observations taken
at the Surveyor-General's Office, Calcutta, in the month of
June 1871.**

LATITUDE 22° 33' 1" north, longitude 88° 20' 34" east. Height of the cistern of the standard barometer above the sea-level, 18·11 feet.

MONTHLY RESULTS.

	Inches.		
Mean height of the barometer for the month	29·523
Max. height of the barometer occurred at 9 A.M. on the 1st	29·714
Min. height of the barometer occurred at 5 P.M. on the 22nd	29·342
Extreme range of the barometer during the month	0·372
Mean of the daily max. pressures	29·579
Ditto ditto min. ditto	29·462
Mean daily range of the barometer during the month	0·117
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Mean dry bulb thermometer for the month	82·7
Max. temperature occurred at 2 P.M. on the 1st	93·8
Min. temperature occurred at 1 and 2 A.M. on the 30th	76·4
Extreme range of the temperature during the month	17·4
Mean of the daily max. temperature	87·2
Ditto ditto min. ditto	79·8
Mean daily range of the temperature during the month	7·4
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Mean wet bulb thermometer for the month	80·4
Mean dry bulb thermometer above mean wet bulb thermometer	2·3
Computed mean dew-point for the month	78·8
Mean dry bulb thermometer above computed mean dew-point	3·9
			Inches.
Mean elastic force of vapour for the month	0·964
			Troy grain.
Mean weight of vapour for the month	10·86
Additional weight of vapour required for complete saturation	1·86
Mean degree of humidity for the month, complete saturation being unity	0·88
			°
Mean max. solar radiation thermometer for the month	135·8
			Inches.
Rained 28 days,—max. fall of rain during 24 hours	4·04
Total amount of rain during the month	25·35
Total amount of rain indicated by the gauge* attached to the anemometer during the month	23·56
Prevailing direction of the wind	S & S S W

* Height, 70 feet 10 inches above ground.

The 19th July 1871.

GOPEENAUTH SEN,
In charge of the Observatory.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 15th to 21st July 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
July ...	15th	Inches. 29.575	87.5	81.4	125.8	84.4	81.0	79.8	0.86	S S W	...	266.5	0.11	...	Stratoni ^o and overcast. Thunder from 9 to 11 P.M. Lightning from 8 to 10 P.M. Slight rain at 8½ and 10 P.M.
	16th	542	86.0	81.0	113.0	83.3	81.0	79.4	.88	S & S W	...	151.5	0.02	...	Overcast and stratoni. Lightning on E. at 9 P.M. Light rain at 3 A.M.
	17th	513	86.4	8.5	148.8	82.0	80.1	78.3	.87	W & S	...	85.6	0.83	●	Clouds of different kinds. Rain at 3 and 4 A.M.
	18th	495	89.0	80.5	136.0	83.9	80.8	78.6	.85	S, S E, & E S E	...	30.4	...	...	Cirro strati and cumuli. Thunder at 8½ P.M. Lightning on W at 11 P.M. Drizzled at 11 A.M., and 8½ P.M.
	19th	482	89.0	80.2	110.5	83.2	80.4	78.4	.86	E S E & S E	...	206.2	0.17	...	Clouds of various kinds. Thunder at 2 P.M. Slight rain at 7 and 11½ A.M., at 1½, 5½, and 7 P.M.
	20th	512	86.5	80.0	148.0	82.4	80.2	78.7	.89	S E & S by E	0.8	257.4	0.38	...	Overcast and stratoni. Slight rain at 4, 10, and 12½ A.M., and 3, 6½ and 10 P.M.
	21st	550	84.2	78.0	120.4	80.9	78.9	77.5	.90	S by E & S S W	...	120.6	1.12	...	Overcast and stratoni. Rain at 2, 3½, and from 6 to 11 A.M.

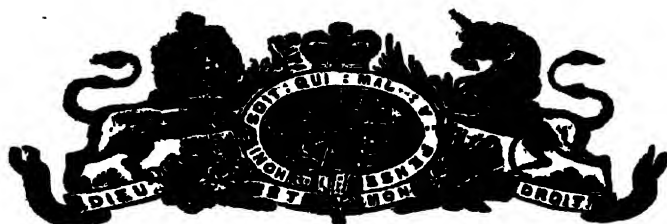
The mean barometer, as likewise the dry and wet bulb thermometer means, are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	11.9
The max. temperature during the past seven days	...	89.9
The max. temperature during the corresponding period of the past year	...	91.0
The mean humidity during the past seven days	...	0.87
The mean humidity during the corresponding period of the past year	...	0.85
Inches.		
The total fall of rain from 15th to 21st	{ by lower rain gauge	2.63
	{ by anemometer gauge	2.48
Ditto ditto average of seventeen previous years	...	2.61
Ditto between the 1st January and the 21st July	...	58.99
Ditto ditto ditto ditto, average of seventeen previous years	...	32.29

GOPKNAUTH SEN,
In charge of the Observatory.

The 22nd July 1871.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, AUGUST 2, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Reports of the Bhaugulpore, Monghyr, and Purneah Municipalities for 1870.

From H. R. MADDOCKS, Esq., Officiating Commissioner of the Bhaugulpore Division, to the Officiating Secretary to the Government of Bengal, Judicial Department,—(No. 1180, dated Bhaugulpore, the 5th July 1871.)

SIR,

I HAVE the honor to submit copies of administration reports and statements of receipts and expenditure forwarded by the Bhaugulpore, Monghyr, and Purneah municipalities, with reference to the directions contained in paragraph 2 of the Government letter No. 2441, of the 27th April 1868.

2. There is a considerable want of uniformity in shape and arrangement of the several reports, the more especially so the absence of an elaborate and detailed description of the various works of conservancy, local improvement, sanitation, and construction and repair of roads, for which the Purneah report is the more remarkable. I attribute these shortcomings in a certain degree to the want of a prescribed model for an administration report. I would venture to suggest that the report sent by the vice-chairman of the Serampore municipality, published at page 639 of Supplement to the *Calcutta Gazette* for the year 1870, may be prescribed by Government as a model for the future report of the municipalities in this division. From the details forwarded by the chairman, I find it is impossible to gather material to elaborate a satisfactory report.

BHAUGULPORE.—According to the trial census, the population of this station within the limits of the municipality is 60,222. The total sum budgetted for the year amounted to Rs. 34,000, of which Rs. 28,736 were realized, leaving a balance of Rs. 2,059. The annexed statement exhibits the details of this amount. The incidence of the taxation, exclusive of ferries and fines, tolls, pounds, and miscellaneous receipts, amounts to five annas six pie per head.

Chief improvements during the year.—These, the chairman reports, consist of the purchase of six water carts. The sinking of three wells and others commenced. The committee have found from experience that it is impracticable to keep the roads in tolerable order unless they are watered. The metal here being of an inferior quality, hence these arrangements for water.

Land has been taken up and about to be enclosed for Mahomedan burial grounds. The chairman reports that bodies were "buried anywhere and everywhere," and it is to be hoped this practice will now cease. Some of the better class of Mahomedan gentlemen are, however,

extremely loath to inter their relations anywhere except in the family burial spot. Should there be any special rules on this matter as regards the burial sites of respectable Mahomedans in other municipalities, I should be glad to learn them.

New taxes.—During the year a tax has been introduced on horses and carriages. This was proposed by the native members of the committee, on the ground of the injustice of taxing hackeries and bullock carts and exempting carriages and buggies.

Roads.—The roads, as a rule, are inferior. The chairman states a large contract has been entered into for stone, and it is to be hoped there will be a marked improvement in the existing undulating surface of the station roads.

There are 24 miles of metalled road to keep up in this station, which consists of detached villages. Rs. 8,166 were expended in metalling roads, and Rs. 759 in repair of unmetalled roads.

Committee.—The committee consists of seven European members, six Hindoos, and three Mahomedans. There were thirteen meetings in the year, at which a quorum was obtainable. One native member, Mohesh Lall, never attended once, and I would recommend his name be removed by publication in the *Gazette*, as he shows such little interest in municipal matters, or he might be requested to resign. The members of the committee levied fines to the amount of Rs. 824, in marked contrast to Purneah, where only Rs. 181 were levied.

Registration of births and deaths.—No regular system in force.

Conservancy.—The station has been remarkably healthy during the year. As a rule it is favorably situated for drainage. There are public latrines in various parts of the station, which seem to answer their purpose well.

MONGHYR.—According to the trial census, the population of this station within the limits of the municipality is slightly over 53,000. The total sum budgetted for the year was Rs. 46,827, of which Rs. 41,666 were realized, leaving a balance of Rs. 2,859. The annexed statement exhibits the details of these sums.

The incidence of taxation, exclusive of ferries, tolls, pounds, fines, and miscellaneous receipts, is 6 annas per head.

Chief improvements during the year.—Rs. 11,000 have been expended in the construction of public latrines.

The chairman reports:—"The accommodation provided is altogether 188 seats for males and 178 for females, and the system followed is dry conservancy. The whole thing has proved so completely successful that, as suggested by the commissioner (Mr. Dalrymple), I propose

* To follow.

to submit a special report* on the subject, with plans and explanations, in the belief that the results of our experience may prove of service to other municipalities." A slaughter-house has been constructed, with slate flooring, at a cost of Rs. 976.

The municipal market reported on last year has been completed, and is very successful.

New taxes.—None reported.

Roads.—As a rule the roads at Monghyr are in good order. The mileage of metalled roads is about 20, and they are in good order. Rs. 7,529 were expended in metalling, and Rs. 1,129 in repairs to unmetalled roads.

Committee.—The committee consists of seven European members, one Mahomedan, and five Hindoos.

There were twenty meetings in the year. The chairman reports the native members generally attended.

The members of the committee levied fines to the amount of Rs. 877.

Registration of births and deaths.—As at Bhaugulpore and Purneah, no regular system is in force.

Conservancy.—The town is reported healthy, and the new latrines and dry-earth system will doubtless assist in keeping it so.

PURNEAH.—According to the trial census, the population of Purneah, with 7,572 homesteads, was set down at 11,108 people; but this must be erroneous. Assuming five persons per house, the population may be roughly estimated at 40,000 souls.

The total sum budgetted for the year amounted to Rs. 17,750, of which Rs. 16,488 were realized, leaving a balance of Rs. 2,422. Details are exhibited in annexed statement.

The incidence of taxation, exclusive of ferries, fines, tolls, pounds, and miscellaneous receipts, is five annas nine pie per head.

Chief improvements during the year.—No new works of any importance were undertaken during the year.

New taxes.—None.

Roads.—The metalling of the main road through the city was completed, and the roads generally are kept in good repair. Rs. 2,173-12 only were expended for metalling roads, and Rs. 1,007 in repairs of unmetalled roads. There appear to be only seven miles of metalled road in Purneah.

Committee.—The committee consists of five European members, four Mahomedans, and one Hindoo, who held eighteen meetings. A finance committee sat besides, holding seventeen meetings during the year. Aga Sayfoolla Khan, Syud Reza Alli, and Hakeem Zynooddeen, rarely, if ever, attended the meetings; while Mirza Mahomed Hossein was a regular attendant, and takes considerable interest in municipal matters.

The members of the committee levied fines to the amount of only Rs. 181, which, when compared with Bhaugulpore, Rs. 824, and Monghyr, Rs. 877, exhibits either much greater respect

on the part of the inhabitants for the by-laws, or else a considerable diminution of supervision as to their breach.

Registration of births and deaths.—No arrangement in force.

Conservancy.—The chairman does not refer to this subject; but there has been no outbreak of sickness during the year. The chairman reports he was unable to afford much personal attention to municipal matters owing to the number of other calls upon his time.

The police of each town costs as follows:—

				Population.		Rs.
Bhaugulpore	...	...	...	60,200	...	8,647
Purneah	...	...	...	40,000	...	6,252
Monghyr	...	...	...	53,000	...	8,674

A comparative statement is annexed, exhibiting the amounts budgetted and realized under the various heads for each municipality.

From V. T. TAYLOR, Esq., Chairman of the Municipality, Bhaugulpore, to the Commissioner of the Bhaugulpore Division,—(No. 25, dated Bhaugulpore, the 20th June 1871.)

SIR,

I HAVE the honor to submit herewith the usual annual report of the Bhaugulpore municipal commissioners for the past year, 1870-71.

I have adopted the plan of the Purneah municipality this year, and send a statement showing the income and expenditure of the Bhaugulpore municipality funds for the year 1870-71, with the addition of a column showing the budgetted figures.

The chief improvements during the year have been, *first*, the purchase of six water carts, the full benefit of which will, I hope, be felt after the close of the rainy season of 1871; *secondly*, the sinking of three wells, which, owing to uncontrollable circumstances, were not completed at the close of the year. The sites for three wells were fixed, and the wells commenced; and they will, I trust, be all in use, and of very great benefit, before very long, the want of water, as reported in the last year's report, being a great evil; and *thirdly*, the purchase of three plots of ground, of about ten beegahs each, for Mahomedan burial grounds. The lands were taken up under the Act under the orders of Government dated 11th October 1870, and were handed over to the commissioners by the collector on 20th April 1871. Steps will be taken to ensure their use as soon as they are properly enclosed. This last I look upon as the greatest possible improvement, as the present practice which obtains, of burying bodies anywhere and everywhere, cannot but be attended with evil results, and the sanitary condition of the town must benefit greatly.

During the year a tax was introduced and passed on horses and carriages. The proposal was carried *nem con.*, and the native members of the committee, though possessing horses and carriages themselves, concurred in the unfairness of taxing hackeries or bullock carts of the poorer natives while the richer gentlemen, natives as well as Europeans, paid nothing. In this view I entirely concur.

There has been some difficulty in realizing the tax on hackeries, which during the coming year the committee propose to remedy.

During the year the committee entered into a large contract for the supply of stone, and they hope to metal several roads properly and well during 1871-72. The kunkur, with which the roads have hitherto been repaired, has proved a failure, chiefly owing to the great difficulty experienced in procuring it of any good quality.

The office of chairman was held by me throughout the year, and that of vice-chairman by Dr. N. B. Baillie until 30th April last, when he took leave, and his place was taken by the joint-magistrate, Mr. Trevor Grant.

There were thirteen meetings well attended throughout the year, only one member, Baboo Mohesh Lall, not attending at all. There were other meetings called, at which a quorum was not attainable. Several new members were added at the close of the year, and I doubt not that next year will show altogether an improved state of things.

From J. B. WORGAN, Esq., Chairman of the Municipal Commissioners of Purneah, to the Commissioner of the Bhaugulpore Division,—(No. 5, dated Purneah, the 9th May 1871.)

SIR,

I HAVE the honor to submit the usual annual statement of the actual income and expenditure of the Purneah municipal improvement fund for the year 1870-71, with the addition of a column showing the budgetted figures under each head, which may be found useful for ready reference.

2. The main differences observable are touched briefly upon in the appendix accompanying. They are not very great in any item except wheel tax, and this certainly does not show that the budget has been properly worked up to. I am disposed to think that some amendment of the law is desirable, especially as regards the non-notification of demand. The issue of notice of demand would, I think, obviate much hardship and save much trouble. Much

default now happens because men think they are not known and may escape, which the issue of a notice would prevent. As it is, 75 per cent. of the cart owners have to be prosecuted in order to get the tax in at all.

3. The income of the year is less by Rs. 1,490 than the budget and estimate; whilst the expenditure is some Rs. 4,400 less. Budgets are, however, made so early under existing arrangements, that this is not unintelligible.

4. The Sowrah bridge is still in fair trafficable condition.

5. Thirteen meetings of the full committee were called, and the finance and road sub-committee held seventeen meetings during the year.

6. The accounts were regularly overhauled by me every month, and the progress of collection, current and outstanding, watched by means of tables specially devised and appended to the monthly accounts. Beyond this I was not able to afford much personal attention to municipal matters during the year, owing to the number of other calls upon my time, and I found the assistance of the sub-committee, whose proceedings I regularly revised, very valuable.

7. No new works of importance were undertaken during the year, but the metalling of the road through the city was completed, and the thoroughfares generally kept in good order.

From G. N. BARLOW, Esq., C.S.I., Magistrate, and Chairman to the Municipal Commissioners, Monghyr, to the Commissioner of the Bhaugulpore Division,—(No. 14, dated Monghyr, the 22nd April 1871.)

SIR,

I HAVE the honor to submit the administration report of the Monghyr municipality for the year ending 31st March 1871.

2. The statement of receipts and expenditure shows how the monies received have been expended. The actual total receipts of the year amounted to Rs. 44,666, and the disbursements were Rs. 45,047.

3. The principal works undertaken by the commissioners during the year are as follows:—

(a.)—A sum of upwards of Rs. 11,000 have been spent in constructing public latrines for the town. The accommodation provided is altogether 188 seats for males and 178 for females, and the system followed is dry conservancy. The whole thing has proved so completely successful that, as suggested by the commissioner (Mr. Dalrymple), I propose to submit a special report* on the subject, with plans and explanations, in the belief that the results of our experience may prove of service to other municipalities.

* To follow.

(b.)—A slaughter-house for the use of the town has been constructed. The building is well fitted with slate flooring, and cost Rs. 976. Application has been made to Government for the introduction of Act VII (B.C.) of 1865.

(c.)—A sum of Rs. 7,529 has been spent in remetalling, and another sum of Rs. 1,129 in repairing roads in the town. The work has not been entirely satisfactory, owing to the fact, I believe, that the kunkur is found to have deteriorated. The determination has had to be adopted to allow 25 per cent. more metal, so as to admit of cleaning, which necessarily adds to the expense. This is unfortunate when there is much work requiring to be done and an insufficiency of funds wherewith to do it.

(d.)—The municipal market, which I reported last year as having first been opened, has succeeded very well. The idea that persons whose habit of working their shops for petty sales on the public road had been put a stop to would turn sulky and refuse to resort to the market, has not proved to be correct. The market is freely used, and increased accommodation in the way of a circle of enclosed sheds around three sides of the building has been added by the municipality during the year.

4. The health of the town has been good during the past year, and I am backed by the opinion of others when I say that there has been marked improvement in the sanitary condition. This may be traced to the unmistakeable good results of the new latrines, and also to the increased activity in respect to enforcement of by-laws which has been exhibited by the municipal commissioners since the comments contained in the last sanitary report were made known to them. The arrangements for reporting offences against the municipal laws, and for trial of cases, have been placed on a sound footing.

5. I regret to say that on financial grounds the committee have had to abandon (for the present year at all events) the intention of carrying out a survey of the town as the initial step towards drainage. There are so many things requiring attention, that it is difficult to select between conflicting claims at the same time, and after the exertions of the past year the pressure of want of funds is beginning to make itself felt more sensibly than before.

6. The attendance of the commissioners at meetings during the year has been satisfactory.

Municipal Improvement Fund under Act III (B.C.) of 1864, for the year 1870-71, commencing from 1st April 1870 to 31st March 1871.

<i>Income.</i>	<i>Amount.</i>			<i>Total.</i>		
	<i>Rs.</i>	<i>As.</i>	<i>P.</i>	<i>Rs.</i>	<i>As.</i>	<i>P.</i>
Balance of last account .. ..	..	..	..	7,304	2	4
Amount collected on account of the rate of 5 per cent. upon the annual value of houses	11,606	9	10			
Amount remitted, being irrecoverable	977	10	5			
Ditto refunded to parties on account of old chowkeydaree tax collected in advance	6	3	0	12,590	7	3
Ferry collections	10,523	8	0			
Pound ditto	889	4	3	11,412	12	3
Fines under Act III of 1864 and bye-laws	823	9	9			
Fees ditto ditto 1847	34	12	0			
Fees on account of registration of hackeries	2,015	1	9			
License fees under section 77 of Act III of 1864	347	3	6			
Carriages and horses under Act III of 1864	831	0	0	4,051	11	0
Amount of relief fund by magistrate's transfer	675	4	3			
Refunded pay of an overseer	6	4	7	681	8	10
Total .. ..	.....			36,040	9	8

Disbursement.

Charges incurred in the collection of the rate of 5 per cent. upon the annual value of houses	1,378	8	0			
Conservancy establishment	3,607	1	5			
Road establishment	2,622	11	3			
General charges	632	10	4	8,240	15	0
Metalling roads	8,166	11	3			
Repairing kutcha roads	759	0	0	8,925	11	3
Police	8,647	9	10	8,647	9	10
Repairing latrines	269	6	0			
Printing	139	2	0			
Culvert	348	13	9	757	5	9
Contingencies	410	15	11			
Add amount refunded to parties on account of chowkeydaree tax collected in advance	6	3	0			
Add amount refunded to parties on account of house-tax remitted, being irrecoverable	977	10	5	1,394	13	4
Balance on 31st March 1871 .. ..	.....			8,074	2	6
Total .. ..	.....			36,040	9	8

BHAUGULPORE,
The 20th June 1871.

V. T. TAYLOR,
Chairman.

B

Statement of Municipal Improvement Fund under Act III (B.C.) of 1864, for 1870-71.

<i>Receipts.</i>	Budgetted			Actuals		
	Rs.	As.	P.	Rs.	As.	P.
To balance from last account	2,000	0	0	2,085	4	3
To outstanding balances of house assessment realized				177	1	0
Ditto ditto of land ditto				57	14	0
Ditto ditto of cart tax, July to December 1868	2,000	0	0	3	0	0
Ditto ditto, January to June 1869				199	0	0
Ditto ditto, July to December 1869				283	0	0
Ditto ditto, January to June 1870				968	0	0
On account of current house assessment, at 6 per cent.	11,450	0	0	11,048	4	6
Ditto of land assessment, at 6 per cent.	500	0	0	383	12	9
Ditto of Sowrah toll collection	1,600	0	0	2,114	11	0
Ditto of fines	50	0	0	180	12	0
Ditto of current cart tax, <i>ie</i> , July to December 1870, and January to June 1871	2,600	0	0	790	0	0
Ditto of miscellaneous receipts	50	0	0	21	0	9
Ditto of pound proceeds	1,500	0	0	1,405	11	6
Money refunded by district superintendent, police, savings from municipal police				543	5	0
Total	21,750	0	0	20,260	12	9

Disbursements.

By charges incurred in the collection of 6 per cent. upon annual value of houses, buildings, and lands	164	0	0	273	0	0
General charges—establishment of the office of municipal commissioners, constituted under Act III of 1864, including salaries of overseer, secretary, and vaccinator	2,640	0	0	2,605	2	0
Miscellaneous and contingent charges, including purchase of stationery	50	0	0	224	0	0
Expended in construction of pucca roads and repairs of old metalled roads	5,000	0	0	2,173	12	0
Expended in maintaining kutchia roads	800	0	0	1,007	15	0
Conservancy charges	852	0	0	649	6	0
Amount paid for maintenance of police	6,252	0	0	6,252	0	0
Amount expended in repairs of pounds, salary of pound-keepers, and money returned under section 11, Act III of 1857	383	0	0	205	1	0
Toll charges	605	0	0	522	15	6
Amount expended in notification and registration of carts	25	0	0	50	10	0
Amount expended in complaints to recover dues from defaulting cart owners	100	0	0	7	0	0
Amount expended in putting up new hand railing to Haddon's bridge	250	0	0	50	0	0
Total	18,410	0	0	14,020	13	6
Balance in hand				6,239	15	3
Grand total	.	..		20,260	12	9

J. B. WORGAN,
Chairman.

Bhaugulpore Municipality.

				Rs.
HOUSE TAX	...	Budgetted	...	15,700
		Realized	..	*12,590
		Balance	...	3,110
CARRIAGE AND HORSE TAX	..	Realized	...	831
TAX ON HACKERIES	...	Budgetted	...	3,700
		Realized	...	2,015
		Balance	...	1,685
FINES	...	Budgetted	...	b 1,000
		Realized	...	824
		Balance	...	176
MISCELLANEOUS	.	Realized	...	682
LICENSE FEES	..	Budgetted	.	a 100
		Realized	..	382
FERRY COLLECTIONS	...	Budgetted	.	b 12,000
		Realized	...	10,523
		Balance	..	1,477
POUND FUND		Budgetted	...	b 1,500
		Realized	.	899
		Balance	..	611
TOTAL	...	Budgetted	...	31,000
		Realized	.	28,736
		Balance	...	7,059

Incidence of tax per head, 5 annas 6 pie

Monghyr Municipality.

				Rs.
HOUSE TAX		Budgetted	..	17,900
		Realized	...	c 17,046
		Balance	..	854
CARRIAGE AND HORSE TAX		Budgetted	...	b 1,400
		Realized	...	1,351
		Balance	...	49
TAX ON HACKERIES	.	Budgetted	...	a 1,250
		Realized	...	1,275
REGISTRATION OF PALANQUINS AND CARRIAGES UNDER ACT V OF 1866		Budgetted	...	a 102
		Realized	...	105
FINES		Budgetted	..	b 1,000
		Realized	..	877
		Balance	...	123
MISCELLANEOUS		Budgetted	..	a 2,850
		Realized	..	3,406
LICENSE FEES	.	Realized	..	94
FERRY COLLECTIONS	..	Budgetted	.	b 22,000
		Realized	...	20,167
		Balance	...	1,833
POUND FUND		Budgetted	.	a 325
		Realized	.	342
TOTAL	...	Budgetted	...	46,827
		Realized	...	44,666
		Balance	..	2,859

Incidence of tax per head, 6 annas

* Inclusive of Rs 977-10 5 remitted, and Rs 7,120 realized, on account of outstanding balance and Rs. 6-3 refunded

a. Under-estimated.

b. Over-estimated

c. Inclusive of outstanding balance

<i>Purneah Municipality.</i>				Rs.
HOUSE TAX	...	Budgetted	..	11,450
		Realized	...	11,048
		Balance	..	402
LAND-RATE	...	Budgetted	...	500
		Realized	...	384
		Balance	...	116
TAX ON HACKERIES	...	Budgetted	...	2,600
		Realized	...	790
		Balance	...	1,810
TOLL	...	Budgetted	...	^a 1,600
		Realized	...	2,115
FINES	..	Budgetted	...	^a 50
		Realized	...	181
MISCELLANEOUS	...	Budgetted	...	^a 50
		Realized	...	561
POUND FUND	{	Budgetted	...	^b 1,500
		Realized	...	1,406
		Balance	...	91
TOTAL	..	Budgetted	...	17,750
		Realized	..	16,488
		Balance	..	2,422

Incidence of tax per head, 5 annas 9 pie.

^a Under estimated

^b Over-estimated

N B—In finding out the incidence of the tax per head, the amount realized on account of ferries, tolls, pounds, fines, and miscellaneous receipts has been included.

The number of population in the Bhaugulpore municipality is 60,222, in Monghyr, 53,981, in Purneah, 40,000.

H. R. MADOCKS,
Offg. Commissioner.

MUNICIPAL IMPROVEMENT FUND

Statement of Monghyr district for the year 1870-71.

	Rs.	As.	P.	Rs.	As.	P.
<i>Dr.</i> —To Balance on the 31st March 1870	9,161	11	4			
„ Ditto in the hand of overseer on 31st March 1870	414	13	9			
				9,576	9	1
„ Municipal house-rate collection at 5½ per cent	17,045	15	11			
„ Registration of palanquin and carriages under Act V (B.C.) of 1866	108	8	0			
„ Fines realized	877	4	0			
„ Municipal ferry collection (including an advance of 1872-73)	20,166	10	8			
„ Ditto pound collection	341	10	6			
„ Registering fees of carriages and horses, under section 35 of Act III of 1864	1,351	8	0			
„ Registering fees of bullock carts, under section 19 of Act III of 1864	1,275	0	0			
„ License fees of brick and lime kilns, under section 77 of Act III of 1864	94	8	0			
„ Collections of Ramproshad's Haut belonging to the municipality	134	8	6			
„ Miscellaneous contingencies	3,271	1	11			
				44,666	11	6
Total				54,243	4	7

	Rs.	As.	P.	Rs.	As.	P.
Cr.—By expenses of collecting establishment			1,479	0	0

General charges, &c.

„ Overseer and office establishment ...	2,152	0	0			
„ Ditto ditto contingencies ..	775	8	1			
				2,927	8	1
„ Conservancy establishment ...	2,559	14	10			
„ Purchase of five night-soil carts, including their freight, &c.	1,511	14	0			
„ Repairing and constructing conservancy wagons, including their contingencies	102	9	3			
				4,234	6	1
„ Building nine new latrines within the town ...				11,027	8	5
„ Ditto one at Baboo Ramproshad's Haut ...				203	13	0
„ Municipal police establishment and clothing allowance	8,674	6	5			
„ Repairing police phandoes within the town	130	8	8			
				8,801	15	1
„ Monghyr pound establishment	72	0	0			
„ Ditto contingencies	6	12	0			
„ Constructing cattle pound wall	134	0	0			
				212	12	0

Local improvements.

By Subscription to public garden	240	0	0			
„ Cost of lighting town roads ...	600	0	0			
„ Repairing and protecting lamp posts within the town	11	4	6			
„ Watering town roads	210	0	7			
„ Cutting jungle within the town	53	4	0			
„ Planting trees on road side ...	76	14	9			
„ Salary of vaccinators	110	0	0			
„ Building new slaughter-house ...	976	4	0			
„ Deepening and constructing drains within the town	753	15	6			
„ Constructing tiled sheds at Baboo Ramproshad's Haut	717	4	5			
„ Repairs of Baboo Ramproshad's market, and supplying wooden pillars to ditto	310	0	0			
				4,118	15	9

Roads.

By Metalling roads	...			7,529	4	10
„ Repairing kutcha town roads, &c.	..			1,129	2	6
„ Ditto Government shops belonging to the charitable dispensary	..			443	6	11
„ Miscellaneous expenses	..			2,936	11	2
„ Balance on the 31st March 1871	8,931	13	4			
„ Ditto in the hand of the overseer on 31st March 1871	263	12	5			
				9,195	9	9
Total				51,243	1	7

Memorandum by G. N. BARLOW, Esq., C.S.I., Chairman to the Municipal Commissioners, Monghyr,—(dated Monghyr, the 22nd April 1871)
Copy forwarded to the Commissioner of Bhaugulpore

Restrictions on Expenditure in India for European or American Stores.

Memorandum by R. H. HOLLINGBERY, Esq., Assistant Secretary to the Government of India, Financial Department,—(dated Simla, the 23rd May 1871.)

COPY forwarded to the Government of Bengal.

No. 402.

GOVERNMENT OF INDIA.**FINANCIAL DEPARTMENT.****RESOLUTION.**

Simla, the 23rd May 1871.

THE Governor General in Council is pleased to issue the following instructions for restricting expenditure in India for European or American stores, including books and maps, and for ensuring the debit to provincial services or local funds of supplies which may be provided for them by the India Office.

2. With respect to books, it is laid down in a despatch from the Secretary of State for India, No. 4, dated 4th January 1870, that when supplies of these* are obtained from England, they should be procured, in accordance with existing rule, through

* School books for the educational department, law books, periodicals, and other books of reference, including official publications, bearing on the work of the particular department which requires them

the India Office, and not direct from firms in England.

3. In the course of 1870-71, the Government of India reported to the Secretary of State that it had allowed exemptions from this rule in favor of the Trigonometrical and Geological Surveys and the Indian Museum, on the ground of the necessity of their being supplied with certain publications at the earliest possible date, and of the delays which would seriously hamper the business of the departments (particularly the Trigonometrical Survey) if the ordinary routine for indents for Europe stores had to be observed by the departments in getting such supplies through the India Office.

4. On a similar ground of delay involved in the ordinary routine, and of the more economical arrangements which (it was held by the Punjab Government) could be made if the book depôt of that Government were allowed to deal direct with firms in England, the Government of India asked the Secretary of State to exempt the depôt from the operation of his despatch dated 4th January 1870.

5. In his replies to these representations, the Secretary of State declined to modify his orders, and requested the Government of India to take measures for carrying out in all cases the instructions contained in the despatch of 4th January 1870, arrangements having been "made with Messrs. Allen and Company for the supply of all books required for India with the greatest possible despatch, and on terms even more favorable than those stated in paragraph 4 of my despatch above referred to."

6. To obviate the delay inseparable from indents at fixed periods, the Secretary of State directed, as a preferable course, that when the supply of books required by a department has been sanctioned by the Government of India, or by a local Government, a requisition for them should be forwarded in a Secretary's letter to the Financial Secretary in the India Office.

7. By the introduction of the scheme of provincial services, it has become necessary for the Governor General in Council to add to these directions that the application to the Financial Secretary in the India Office for books for the departments of education, police, sanitation, vaccination, jails, or any other branch appertaining to provincial services or local funds, should be addressed in a letter separate from any pertaining to imperial services in India, and that a copy of the application relating to provincial services should be furnished to the local Accountants-General, who should report annually to the Government of India in this department the instances in which it may be probable that the India Office has omitted to debit in the remittance account with India the cost of any supplies for provincial services or local funds. In debiting such cost to the provincial service or local fund concerned, the local Accountants-General will add thereto the amount of loss by exchange on the Secretary of State's bills on India which will have been incurred in paying for the supplies.

8. These instructions provide for the bulk of the possible supplies of books from England. The remaining supplies, or those chargeable to imperial services in India, will consist, *firstly*, of regimental school-books, which are charged in the Military Department; *secondly*, periodical or official publications, which should in all cases be obtained through the India Office; *thirdly*, books of reference, which, however useful or desirable, can await the regular course of supply prescribed in the 6th paragraph of this resolution; and *fourthly*, other books of reference, urgently wanted for a particular occasion, of adequate importance, but which are not obtainable for that occasion from any other Government office.

9. The indents for the first kind of supply, or regimental school-books, are regulated under rules in the Military Department; the requisitions for the second and third kinds will be made by the local Governments, or (for establishments under the Government of India) by the administrative departments of that Government, with the same attention to economy and

jealousy of needless requisitions as if the expenditure for the supplies continued to be charged in their respective budgets; while those authorities or heads of departments to whom they may delegate their power will sanction, as a contingency, the expenditure for the fourth kind of supply, that is, for petty purchases in this country.

10. These directions apply equally to the supplies of books for provincial services, with the following modifications respecting books for the Education Department, *viz.*—

I.—The several book depôts which are managed by Government officers should get their regular supplies of English books and maps through the India Office.

II.—In all cases in which the authorities who are competent to spend the allowance to a college or school, for a library or for prizes, can arrange for the cheapest mode of supply, *viz.* by a timely requisition for books from England. An order for the books should not be given to any firm in India or in England, but an application for them should be submitted through the local Government to the India Office, in the manner prescribed in the 7th paragraph of this resolution.

III.—Bills for the cost of European publications purchased in this country, and not falling under clauses I and II, may be passed for establishments of the Government of India by the Administrative Secretariats in the proper departments, and for other establishments, under any rules to be laid down by the local Government, which may be consistent with the general principle that books procured from England to the order of Government officers should be got through the India Office, and that in all practicable cases this, the cheapest mode of supply of such books, should be preferred to local purchases.

11. For other articles of European or American manufacture, the following rules will be observed :—

I.—Valuable stores, such as machinery, important stores, or those of which the consumption is large, and other stores of customary supply from England, of which a stock has to be kept, should be obtained through the India Office, and not direct from the manufacturers in England. Such stores should not be purchased in India, except *firstly* (under sanction of the Government of India or the local Government, as the case may be), when stores indented for from England have not arrived, and inconvenience to the public service is anticipated from any delay in the supply; *secondly*, under sanction of the head of department when small supplies of stores usually procured from England are urgently necessary.

II.—Purchases in this country are permitted, *firstly*, of perishable articles; *secondly*, of articles of occasional and uncertain consumption, in respect of which, if a department had to depend on England for its supply, it would have to retain a stock of every article that could possibly be wanted, notwithstanding the uncertain and casual demand for it. The Government of India, in its administrative departments, will define the articles which come under this rule, on the recommendation of local Governments or heads of departments, and on the basis of the actual expenditure for a sufficient number of years. The orders passed should be communicated to the Financial department for information and for report to the Secretary of State for India.

III.—Printing materials do not come within clause II, nor do they fall completely under clause I. Whenever they are obtained from England, they should be got through the Secretary of State; and local purchases of European printing materials for regular or extensive renewals should be avoided by timely application for the stores from England.

12. Rules for ensuring the debit to provincial services or local funds of public works stores supplied from Europe already exist; and if they require to be supplemented in furtherance of the rule in paragraph 11, section II of this resolution, needful orders will be issued in that department.

13. For hospitals and dispensaries which are now merged in provincial services, Europe stores are obtained on indent of the Military department, the services being charged with the supply. This course will continue, and indents for medical stores, separate from the usual annual indents for such stores, will not be forwarded to the Secretary of State by local Governments.

14. In the police department, the procedure of the local Governments is not uniform. In the Bombay Presidency, police clothing has of late been obtained from England through the India Office. In the Central Provinces, and it is believed in the Madras Presidency, the cloth for part of the uniform is obtained from the manufacturers in England. In all the provinces where this course obtains, the local Governments and administrations should arrange for complying with the imperative orders of the Secretary of State, and (as in the Bombay Presidency) obtain the cloth and other materials through the India Office, instead of direct from the firms. As a preliminary step, priced samples of the cloth and other materials should be sent for his decision on the rates at which the India Office will obtain the articles.

15. For the Education Department, the instructions in paragraph 10, and for jails the general instructions in paragraph 11, are sufficient.

16. As with the application for books for the Educational Department, (paragraph 7 of this resolution,) so with stores for other civil provincial services, the indents on the Secre-

tary of State for stores for those services should be kept distinct from indents for imperial stores; and a copy or sufficient abstract of the first-mentioned indents should, at the time of their transmission to the Secretary of State, be sent to the local Accountants-General, as a check upon any possible omissions by the India Office to debit the cost of the supplies in the remittance account with India.

17. Indents in the civil department for stores for imperial services, or applications to the Financial Secretary in the India Office for books for those services, should be superscribed Imperial Service.

ORDER.—Ordered, that a copy of this resolution be sent to the Foreign, Home, Military, and Public Works Departments; the local Governments; the Comptroller-General; the several Accountants-General; and the Deputy Accountants-General in independent charge.

Also, that it be reported to the Right Hon'ble the Secretary of State for India.

R. B. CHAPMAN,
Secretary to the Govt. of India.

Statement shewing Rainfall, Weather, and State and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, for the week ending 29th July 1871.

Number.	District.	Date of return from each district.	Rainfall at Station in inches.	Character of the weather in the district as far as known.	State and Prospects of the Crops at date.	REMARKS.
1	Bhaugulpore	July 29th	6.3	Rainy in North and South.	Crops generally damaged. Amun very good.	
2	Monghyr	" 22nd " 29th	3.9 6.7	Favorable ... Favorable generally.	Favorable. Bhadoi partially damaged. Paddy cheerful.	
3	Purneah.					
4	Godda.					
5	Nya Deomka	July 29th	2.4	Seasonable ...	Very favorable.	
6	Rajmehal	" 29th	4.	Easterly winds. Little cloudy.	Very good. Janerah poor, owing to much rain.	
7	Deoghur	" 29th	2.1	Very favorable	Very good.	
8	Burdwan.					
9	Bancoorah					
10	Beerbhoom	" 22nd	3.1	Generally cool	Transplanting begun. A little more rain would be good.	
		" 29th	2.5	Some heavy showers.	Very good. A little more rain in some parts is desirable.	
11	Hooghly.					
12	Howrah	July 29th	3.0	Favorable ...	Very flourishing on high lands; failure where the water is deep.	
13	Midnapore	" 29th	1.3	Favorable ...	Good; but it depends on the continuance of rain.	
14	Chittagong.					
15	Tipperah.					
16	Bulloeah.					
17	Dacca.					
18	Backergunge	July 22nd	4.9*	Rainy ...	Good	
19	Furcedpore.					
20	Mymensingh.					
21	Sylhet	July 24th	4.5	Rain in abundance	Most satisfactory.	
22	Cachar.					
23	Cuttack.					
24	Balasore.	July 29th	6	Close and steaming, but not unhealthy.	Good.	
25	Pooree.					
26	Nuddea	July 29th	4.3	Generally favorable. Much fever at Rannaghat and Sudder	Generally flourishing.	
27	Jessore.					
28	24-Pergunnahs.					
29	Patna	July 29th	3.4	Rather rainy ...	Bhadoi much injured. Paddy promising.	
30	Gya.					
31	Chumparun.					
32	Sarun.					
33	Shahabad	July 28th	2.0	Heavy rains ...	Bhadoi crop injured by early rain. Rice promises well, and sugarcane excellent.	
34	Tirhoot.					
35	Rajshahye.					
36	Bogra	July 21st	5.8	Cloudy and squally.	Good.	
37	Dinagepore	July 22nd	8.8	Wind variable and constant showers.	Favorable.	
38	Maldah	" 22nd	4.8	Continual rain.	Fair.	
39	Moorshedabad.					
40	Pubna.					
41	Rungpore.					
42	Lohardugga.					
43	Hazareebaugh	July 29th	3.8	Seasonable ...	Very favorable, but more rain wanted.	
44	Maunbhoom	" 22nd " 29th	4.9 1.3	Favorable ... Ditto	Favorable. Thriving.	

* From 1st January to 15th July 1871, 51.8 inches.

Number.	District.	Date of return from each district.	Rainfall at Sud-der Station in inches.	Character of the weather in the district as far as known.	State and Prospects of the Crops at date.	REMARKS.
45 46 47 48 49 50 51	Singbhoom. Durrung. Kamroop. Luckhimpore. Nowgong. Secbsaugor. Darjooling ...	July 21st	61.2*	Very rainy, but seasonable and healthy.	Hill crops in good condition.	* From 1st January 1871.
52 53 54 55 56 57 58	Gowalparah. Julpigoree ... Cooch Behar ... Hill Tracts of Chit-tagong. Khasi and Jynteah Hills. Garo Hills. Pakour ...	July 22nd " 22nd	3.2 †	Seasonable ... Good deal of rain.	Fair. Good	† No rain-gauge kept.
		July 29th	.8	Dry ...	Janerah half expected. Paddy good.	

N.B.—The columns of the districts from which returns have not been received remain blank.

Published for general information,

FORT WILLIAM,
The 1st August 1871.

R. H. WILSON,
Offg. Under-Sery. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISION.	Stations.	Rainfall from 10th to 16th July 1871.	Rainfall from 17th to 23rd July 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	3 70	3 40	34 08	23rd July 1871.	
	{ Jail ...	2 56	2 70	30 24	ditto.	
	False Point ...	Not received	Not received	27 10	9th July 1871	
	Jajipore ...	6 41	6 43	4 082	23rd July 1871.	
	Kendraparah ...	0 00	5 30	27 60	ditto.	
	Jugutsingapore ...	2 20	1 50	28 13	ditto.	
	Sumbulpore ...	2 50	3 35	21 81	ditto.	
	Balasore ...	2 74	3 18	30 56	ditto.	
	Bhuddruck ...	2 22	4 65	30 33	ditto.	
	Poorce ...	5 18	3 11	32 78	ditto.	
CHOTA NAGPORE.	Khoordah ...	2 03	1 79	31 19	ditto.	
	Hazareebaugh ...	2 47	5 33	19 27	ditto.	
	Burhee ...	2 35	2 80	21 18	ditto.	
	Pachamba ...	2 33	3 08	21 34	ditto.	
	Ranchee ...	2 01	3 09	29 16	ditto.	
	Palamew ...	3 33	4 31	25 70	ditto.	
	Purnia ...	6 05	2 83	30 21	ditto.	
	Gobindpore ...	6 11	6 13	20 07	ditto	From 12th June.
	Chyebasua ...	1 25	2 61	25 36	ditto.	
PATNA.	Patna ...	6 27	4 83	30 75	ditto.	
	Behar ...	6 47	9 11	30 54	ditto.	
	Barh ...	6 06	2 49	20 43	ditto.	
	Dinapore ...	6 34	2 80	26 44	ditto.	
	Gya ...	4 04	3 26	25 01	ditto.	
	Sherghotty ...	5 16	1 58	19 88	ditto.	
	Nowadah ...	4 17	1 81	22 14	ditto.	
	Aringabad ...	2 08	2 85	1 59	ditto.	
	Chunuparan ...	4 78	Not received	21 77	16th July 1871.	
	Bettiah ...	5 78	4 15	22 59	23rd July 1871	From 5th June.
	Chuprah ...	6 71	8 99	31 15	ditto.	
	Hewan ...	5 01	2 63	27 71	ditto.	
	Mozufferpore ...	4 00	3 90	31 88	ditto.	
	Durbhangah ...	5 00	3 35	38 00	ditto	Not received 15th to 21st May.
	Seotamaree ...	0 00	3 10	27 08	ditto.	
	Tajpore ...	3 20	4 90	25 01	ditto	Not recorded 6th to 18th March.
	Mudhubani ...	4 08	1 47	24 17	ditto	From 1st April.
	Hajipore ...	4 26	5 35	16 56	ditto	From 22nd May.
	Arrah ...	6 48	3 85	25 01	ditto.	
	Buxar ...	7 10	10 25	34 15	ditto.	
	Sasaram ...	6 70	5 00	19 62	ditto.	
	Bhubhoosah ...	11 77	4 34	31 96	ditto.	
BHAUGPUR.	Benares ...	3 80	Not received	16 03	16th July 1871	
	Bhangulpore ...	2 65	4 00	18 07	23rd July 1871	
	Mudhey poorah ...	Not received	2 03	24 00	ditto	Not received 10th to 16th July.
	Bauka ...	5 89	2 14	26 16	ditto.	
	Monghyr ...	5 28	5 21	27 27	ditto.	
	Jainoole ...	6 93	4 50	27 06	ditto.	
	Begoonari ...	4 07	3 11	21 91	ditto.	
	Deoghur ...	4 73	4 23	30 31	ditto.	
	Jamtara ...	7 32	3 04	34 08	ditto	From 13th Feb.
	Rajmehal ...	5 20	Not received	30 30	16th July 1871	From 12th Feb.
	Pakour ...	5 75	3 20	21 00	23rd July 1871	From 21st May.
	Purneah ...	4 93	5 57	34 08	ditto.	
RANCHAH.	Kishoungunge ...	10 59	5 30	27 85	ditto	From 12th June.
	Arraria ...	6 37	5 81	25 03	ditto	From 20th June.
	Rampore Beaulah... ..	0 70	3 71	40 28	ditto.	
	Nattore ...	12 05	6 50	47 71	ditto.	
	Bograh ...	6 00	Not received	51 18	16th July 1871.	
	Dinapore ...	4 65	7 00	42 70	23rd July 1871.	
	Maldah ...	5 37	3 65	23 14	ditto.	
	Berhampore ...	6 77	1 12	35 47	ditto.	
	Jungipore ...	3 78	4 14	33 38	ditto.	
	Lalbagh ...	4 21	3 74	28 05	ditto	From 16th Jan.
	Jamookandi ...	2 72	2 08	25 03	ditto	From 7th April.
BUDWAN.	Pubna ...	2 53	2 63	37 78	ditto.	
	Coomercolly ...	Not received	Not received	5 02	23rd April 1871	Not recorded from 1st May.
	Serajungge ...	8 79	2 42	50 01	23rd July 1871.	
	Rungpore ...	10 10	6 00	50 70	ditto.	
	Bhowanigunge ...	7 45	1 69	43 53	ditto	From 22nd Jan.
	Titalya ...	6 12	6 43	40 64	ditto.	
	Burdwan ...	3 81	2 70	30 60	ditto.	
	Cutwa ...	4 69	2 99	30 83	ditto.	
	Culina ...	3 23	2 53	37 31	ditto.	
	Bood-Bood ...	3 75	3 55	33 07	ditto.	
	Banooorah ...	4 01	1 45	31 00	ditto.	
BUDWAN.	Raneegunge ...	6 31	1 08	27 27	ditto.	
	Sooree ...	1 74	3 04	24 92	ditto.	
	Hooghly ...	2 00	2 10	38 77	ditto.	
	Serampore ...	2 58	Not received	32 65	16th July 1871	From 20th March.
	Johanabad ...	Not received	ditto	20 86	9th July 1871	From 21st April
	Howrah ...	4 06	3 07	58 41	23rd July 1871.	
	Midnapore ...	3 87	1 46	58 28	ditto.	
	Contai { Dy. Collr.'s Office...	2 73	3 85	37 90	ditto.	
	{ Engr.'s Office ...	3 25	3 97	45 22	ditto.	
	Gurbetta ...	4 87	1 70	35 41	ditto	From 6th Feb.
	Tumlook ...	3 07	Not received	46 18	16th July 1871.	

DIVISION.	Stations.	Rainfall from 10th to 16th July 1871.	Rainfall from 17th to 23rd July 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnaghur ...	1 04	1 40	33 33	23rd July 1871.	
	Bongong ...	1 07	2 26	42 18	ditto.	
	Kanaghat ...	2 52	1 14	34 07	ditto.	
	Meherpore ...	2 61	1 28	29 21	ditto.	
	Chooandangah ...	3 30	2 50	46 85	ditto.	
	Koonhteah ...	3 02	1 85	50 24	ditto.	
	Jessore ...	4 07	1 79	50 69	ditto.	
	Khoolnah ...	1 50	2 85	42 30	ditto	From 16th Feb.
	Jenidah ...	4 81	2 89	51 81	ditto	From 6th March.
	Nurail ...	5 95	2 15	39 74	ditto	From 3rd April.
	Magoorah ...	1 57	1 42	28 22	ditto	ditto.
	Bagirhaut ...	2 73	5 48	44 22	ditto	ditto.
	Saugor Island ...	5 20	3 60	51 00	ditto.	
	Calcutta ...	2 79	2 07	58 49	ditto.	
	Alipore { Jail ...	2 68	3 14	61 07	ditto.	
	{ Hospital ...	2 89	3 12	60 21	ditto.	
	Barrackpore ...	3 47	Not received	55 20	16th July 1871.	
	Dum-Dum ...	2 01	ditto	40 10	ditto.	
	Baraset ...	2 32	ditto	36 17	ditto.	
	Satkhierah ...	3 77	ditto	45 57	ditto.	
	Busseerhant ...	3 59	ditto	44 14	ditto.	
DACCA.	Diamond Harbour ...	5 06	ditto	51 21	ditto.	
	Barripore ...	3 00	ditto	50 94	ditto.	
	Dacca { Telegraph Office ...	5 56	ditto	57 30	ditto.	
	{ Jail ...	5 40	4 00	59 00	23rd July 1871	
	Burrisaul ...	3 92	4 41	57 33	ditto.	
	Dowlat Khan ...	4 03	5 10	50 01	ditto.	
	Perozepore ...	2 15	5 88	50 41	ditto.	
	Madaripore ...	Not received	2 40	43 44	ditto	Not received 10th to 16th July.
	Furteepore ...	4 73	1 00	57 87	ditto.	
	Goulundo ...	4 36	2 04	29 51	ditto	From 5th June.
	Mymensing ...	6 59	Not received	61 16	16th July 1871.	
	Jamalpore ...	3 00	2 83	42 33	23rd July 1871	Not received 16th to 25th June.
	Atteah ...	7 10	1 35	74 26	ditto.	
CHITTAGONG.	Kishoregunge ...	0 88	Not received	68 93	16th July 1871.	
	Sylhet ...	8 87	4 53	75 00	23rd July 1871.	
	Cachar ...	3 27	Not received	50 43	16th July 1871	
	Hylakandy ...	Not received	ditto	51 37	9th July 1871.	
	Koyah ...	2 44	ditto	54 03	16th July 1871	Not received 12th to 18th June and 3rd to 9th July.
	Chittagong { Telegraph Office ...	7 50	2 00	26 28	23rd July 1871.	
	{ Jail ...	6 50	3 81	60 53	ditto.	
	Cox's Bazar ...	9 61	Not received	88 74	16th July 1871.	
COCK BURGH.	Rangamata Hill ...	4 75	5 05	61 18	23rd July 1871	
	Noakhally ...	6 80	3 84	60 58	ditto.	
	Tipperah ...	10 17	2 12	61 10	ditto.	
	Brahmanbariah ...	12 22	1 53	68 03	ditto.	
	Akyab ...	14 30	13 80	122 80	ditto.	
COCK BURGH.	Buxa ...	23 22	11 11	108 56	ditto.	
	Gawalparah ...	4 23	5 10	61 12	ditto.	
	Dhoolbroo ...	4 15	2 30	41 01	ditto	Not recorded 27th Feb. to 5th March.
	Tura (Garo Hills) ...	8 77	Not received	62 31	16th July 1871	
	Darjeeling { Telegraph Office ...	Not received	ditto	15 95	31st May 1871	
	{ Hospital ...	0 82	10 04	63 41	23rd July 1871	
	Rungbee ...	Not received	Not received	28 00	31st May 1871.	
	Falacottah ...	11 64	1 39	41 80	23rd July 1871.	
ARUN.	Julpigoree ...	17 79	4 64	57 21	ditto.	
	Boda ...	4 52	5 22	40 66	ditto.	
	Tesporo ...	5 38	Not received	48 04	16th July 1871.	
	Nowgong ...	5 07	4 70	47 13	23rd July 1871	
	Mungledye ...	0 20	Not received	38 44	16th July 1871	From 30th Jan.
	Burpottah ...	3 59	ditto	43 25	ditto.	
	Gowhatty ...	1 58	1 22	37 77	23rd July 1871.	
	Seebaugor ...	5 80	Not received	58 98	16th July 1871.	
	Jorehaut ...	6 42	ditto	48 95	ditto	From 27th Feb.
	Golaghat ...	6 28	ditto	58 55	ditto.	
	Nazeurah ...	4 47	ditto	54 57	ditto.	
	Debrooghur ...	10 42	ditto	64 37	ditto.	
	Suddys ...	Not received	ditto	43 24	9th July 1871.	
	Shillong ...	6 73	ditto	40 84	16th July 1871.	
ARUN.	Cherrapoonjee ...	34 71	14 43	103 06	23rd July 1871	From 16th Feb.
	Jowai ...	10 54	Not received	70 55	16th July 1871	
	Samoogoodting ...	2 34	ditto	27 60	ditto.	

CALCUTTA,
The 29th July 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Meteorological Telegraphic Report for the period 23rd to 29th July 1871.

STATIONS.	Date.	Hour	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER		Humidity Sat = 100.	WIND		Rain.	Clouds.	Weather initials.
					Dry	Wet		Direction	Velocity.			
CALCUTTA.	July											
	23rd	10	29 630	29 657	82 0	80 0	91	S S W	...	0 05	S	
		16	29 555	29 573	84 3	80 5	84	S by W	...	...	S, K	
	24th	10	29 580	29 598	81 2	80 4	89	S W	...	...	S	
		16	29 476	29 494	85 5	80 8	81	S W	...	...	S	
	25th	10	29 518	29 558	78 2	77 1	95	W	...	...	.....	o
		16	29 433	29 451	82 5	79 1	89	W by S	...	3 12	.....	o
	26th	10	29 539	29 557	84 8	81 0	83	S K	...	0 21	K	
		16	29 471	29 489	84 5	80 0	71	S S E	...	...	K	
SACON INLAND.	27th	10	29 607	29 625	85 5	81 0	81	S S E	...	0 13	S	d
		16	29 738	29 556	83 0	81 2	91	S	...	...	K	
	28th	10	29 607	29 625	85 5	80 0	77	S by E	...	...	K	
		16	29 501	29 519	80 5	81 9	81	S E	...	...	.....	o
	29th	10	29 535	29 553	85 6	80 2	75	E	...	...	K	
		16	29 397	29 415	80 5	83 7	78	E by N	...	...	K	
	23rd	10	29 657	29 663	85	81	83	S W	15 7*	...	N	o
		16	29 570	29 576	89	80	87	S S W	17 0*	...	N	o
	24th	10	29 612	29 618	84	81	87	S S W	11 8*	...	N	o, o, u
CHITTAGONG.		16	29 499	29 505	80	83	84	S S W	16 1*	...	N	o, u, u
	25th	10	29 561	29 567	83	81	91	W S W	3 6*	0 20	N	o, u, u
		16	29 468	29 474	82	80	91	W N W	8 3*	0 20	N	o, u, u
	26th	10	29 528	29 534	85	81	83	S E	2 7*	3 10	N	b, u
		16	29 184	29 190	87	81	76	S E	10 7*	0 10	N	b, u
	27th	10	29 613	29 619	85	80	79	S S E	7 0*	...	N	b, u
		16	29 581	29 587	86	81	79	S S E	11 5*	...	N	b, u
	28th	10	29 612	29 618	85	81	83	S	6 0*	...	N	b, u
		16	29 493	29 499	88	83	80	E S E	6 0*	...	N	b, u
MADRAS.	29th	10	29 520	29 526	89	82	73	N E	6 3*	...	N	b, u
		16	29 416	29 422	84	82	91	N N E	6 5*	0 30	N	b, p, u
	23rd	10	29 649	29 701	77	76	95	S E	6 1*	0 40	N	o, u, g
		16	29 664	29 777	79	78	95	S E	7 7*	0 10	KS	p, g
	24th	10	29 577	29 688	70	78	95	S	4 1*	1 30	N	d, p
		16	29 472	29 582	80	78	91	S	11 5*	...	KS	p
	25th	10	29 507	29 617	85	81	87	E S E	5 9*	...	K	b
		16	29 407	29 518	83	80	87	S	13 8*	0 20	K	b, u, u
	26th	10	29 551	29 603	80	81	79	E S E	7 2*	...	K, C	b
CUTTACK.		16	29 462	29 570	86	82	83	S	8 8*	...	C	b
	27th	10	29 614	29 721	84	78	75	S	7 5*	...	K, C	b
		16	29 514	29 654	84	80	83	S S W	1 9*	...	K, C	b
	28th	10	29 507	29 707	81	80	83	S	7 1*	...	K, C	b
		16	29 512	29 722	85	80	79	S S E	7 1*	...	KS	m
	29th	10	29 514	29 624	85	80	79	N E	6 6*	...	C	b
		16	29 303	29 601	84	81	87	S W	7 1*	...	K, KS	a, p
	22nd	10	29 818	29 848	87	74	51	S W	1 9*	...	...	de
		16	29 700	29 730	95	77	41	W S W	11*	...	...	de
ATYAS.	23rd	10	29 818	29 878	87	74	51	S W by W	12*	...	...	de
		16	29 740	29 770	85	76	61	S S E	9*	...	...	de
	24th	10	29 821	29 851	82	75	70	S by W	7*	1 01	...	o
		16	29 709	29 739	89	78	62	S	8*	...	...	de
	25th	10	29 702	29 792	85	71	67	S W	12*	...	...	de
		16	29 670	29 700	80	77	66	S W by S	6*	...	...	o
	26th	10	29 775	29 105	85	75	80	S W by S	9*	0 02	...	o
		16	29 675	29 705	89	76	62	S S W	5*	...	...	de
	27th	10	29 820	29 850	86	75	67	S S W	9*	...	...	de
ATYAS.		16	29 685	29 715	92	76	45	S W by S	7*	...	...	de
	28th	10	29 802	29 832	89	78	62	S W	12*	0 01	...	de
		16	29 059	29 089	80	79	72	S S E	10*	...	...	de
	22nd	10	29 605	29 688	82	80	91	S S W	0 2*	1 30	N	t, l, r, o
		16	29 538	29 621	79	78	86	S W	0 2*	...	N	o, u
	23rd	10	29 634	29 716	83	78	78	S W	0 3*	...	KS	cloudy
		16	29 527	29 609	86	79	72	W S W	0 5*	...	KS	cloudy
	24th	10	29 575	29 657	83	79	83	W S W	0 7*	0 30	KS	o, r
		16	29 185	29 564	83	77	78	W S W	0 5*	...	N, C	d
ATYAS.	25th	10	29 538	29 621	81	78	86	W N W	0 4*	...	N	o, u
		16	29 430	29 512	86	80	75	W S W	0 2*	...	N	o, d
	26th	10	29 508	29 591	82	77	78	W	0 3*	0 80	KS, N	
		16	29 418	29 501	83	77	78	W S W	0 7*	...	N, KS, C	
	27th	10	29 583	29 666	80	77	66	N N E	0 4*	0 20	N	d
		16	29 480	29 542	88	80	69	W	0 4*	...	KS, C	cloudy
	28th	10	29 573	29 615	86	80	75	W	0 2*	...	KS, N	cloudy
		16	29 425	29 506	91	82	66	S S W	0 5*	...	KS, N, C	
	23rd	10	29 781	29 790	84	80	83	S S W	2	1 10	K, KS, CS	
ATYAS.		16	29 698	29 713	78	76	90	S	1	1 60	KS, N	
	24th	10	29 708	29 723	78	76	90	W N W	1	0 80	KS, N	
		16	29 588	29 604	78	78	90	S E	1	0 30	K, KS	
	25th	10	29 614	29 630	80	77	86	S S E	1	1 30	C, K	
		16	29 504	29 510	80	77	86	S S W	1	...	C, K	
	26th	10	29 640	29 655	81	78	86	S	2	1 00	CK	
		16	29 508	29 521	83	79	83	S S W	1	...	KS, K	
	27th	10	29 726	29 741	79	77	90	E S E	1	1 50	K, KS, N	
		16	29 630	29 654	89	79	87	S S W	1	...	KS, KS	
ATYAS.	28th	10	29 690	29 705	81	77	82	S S W	1	...	KS, K	
		16	29 614	29 629	80	78	91	S S E	1	0 10	K, KS	
	29th	10	29 611	29 626	81	78	86	S S W	2	3 00	KS	
		16	29 534	29 549	80	78	91	W S W	1	1 40	N	

* Velocity of wind in miles per hour.

CALCUTTA,
The 29th July 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

**Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,
DURING THE HALF MONTH 16TH TO 31ST MAY 1871.**

N.B.—The Barometric data are reduced for temperatures, and not for height above sea-level.

STATIONS.	Height above sea-level.	BAROMETER.					THERMOMETER.										HUMIDITY.					RAINFALL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
		MEAN OF					SOLAR RADIATION.					MEAN OF					HIGHEST MAX.						LOWEST MIN.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
		Mean.	4 hours.	10 hours.	16 hours.	22 hours.	Range.	Mean.	Day.	Night.	Day.	Night.	Mean.	4 hours.	10 hours.	16 hours.	22 hours.	Day.	Night.	Absolute range.	Day.		Night.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
																								Mean of max.	Mean daily range.	Mean of min.	Mean.	4 hours.	10 hours.	16 hours.	22 hours.	Day.	Night.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Port Blair	110	Not received	29.783	29.673	111</

CALCUTTA—MAY 1871.

Mean Barometric pressure of 16 years ... 29.655 | Mean temperature of 16 years ... 73
 1 ditto ditto of 1871 ... 29.678 | Ditto ditto of 1871 ... 60
 Excess in 1871 ... 0.023 | Defect in 1871 ... 7

Mean humidity of 16 years ... 80.0 | Mean rainfall of 16 years ... 73
 1 ditto ditto of 1871 ... 83.7 | Actual fall in 1871 ... 60
 Excess in 1871 ... 3.7 | Excess in 1871 ... 7

Mean ... 5.78
 ... 11.08
 ... 5.30

CALCUTTA,
The 27th July 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Mean Pressures and Temperatures of the preceding Table reduced to Sea Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressure reduced to sea level.	Mean temperature reduced to sea level.	WIND.	
			Proportional prevalence Max.=100.	Mean direction.
Port Blair	...	...	...	...
Madras	29.754	88.8	43	S 88° E
Vizagapatam	29.692	88.4	72	S 51° W
Akyab	29.747	82.3	58	S 1° W
False Point	29.708	87.8	67	S 40° W
Cuttack	29.672	86.8	69	S 23° W
Saugor Island	29.661	86.1	72	S 22° W
Chittagong	29.733	82.1	35	S 34° E
Calcutta	29.656	81.7	72	S 28° E
Jessore	29.663	83.4	67	S 16° E
Dacca	29.678	82.2	61	S 32° E
Cachar	29.691	81.2	20	S 47° W
Hazareebaugh	29.623	89.3	22	S 18° E
Berhampore	29.617	85.9	28	N 70° E
Gya	...	86.0	61	N 60° E
Patna	29.628	86.8	69	N 53° E
Monghyr	29.628	86.4	69	N 82° E
Darjeeling	29.602	81.8	14	S 70° W
Gowalparah	29.664	81.1	60	S 72° E
Shillong	...	...	...	...
Benares	29.638	81.0	61	N 72° E
Roorkee	29.635	89.0	18	S 42° E

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17, on the preceding page, by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

CALCUTTA,
The 27th July 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 22nd to 31st July 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			°	Miles.	In.		
July ...	22nd	29.600	81.5	78.2	...	79.9	78.5	77.5	0.93	S S W & S by W	...	133.9	0.42	...	Overcast. Slight rain from 4 to 6 and 10 A.M. to 4 P.M.
	23rd	600	84.6	79.0	120.0	81.6	79.5	78.0	89	S S W	...	120.1	0.05	...	Overcast and strati. Light rain at 3½ A.M.
	24th	641	86.8	80.5	131.1	82.9	79.8	77.6	85	S S W & S W	...	121.9	...	...	Overcast and cumuli. Lightning at 10 and 11 P.M. Drizzled at 3 A.M. and 10 P.M.
	25th	494	83.9	77.2	134.0	79.6	78.0	76.9	92	W S W, W, & W by S	...	101.7	3.25	)	Chiefly overcast. Thunder and lightning at 1 and 2 A.M. Rain from 1 to 12 A.M. and 4 to 7 P.M.
	26th	519	89.0	78.0	145.0	82.9	79.4	76.9	83	W by S & S S E	...	87.7	0.11	...	Strati. and cumuli. Slight rain at 4 and 5 A.M. and 2 P.M.
	27th	576	87.6	78.8	129.6	82.5	79.7	77.7	86	S E & S	...	120.7	0.13	...	Strati. and cirri. Slight rain at 12 A.M., 3 and 4 P.M.
	28th	508	89.0	79.5	148.0	84.0	80.6	78.2	83	S & S by E	...	108.3	...	...	Cirri and cumuli. Drizzled at 4 and 6½ P.M.
	29th	482	90.5	81.1	147.2	84.8	81.2	78.7	83	S S E, E & E by N	0.5	144.2	0.05	...	Strati. and cumuli and cumuli. Slight rain from 7½ to 9 P.M.
	30th	416	86.0	80.0	128.0	82.4	80.1	78.5	89	E S E & S S E	...	141.5	0.51	...	Strati. cumuli and cumuli and overcast. Rain after intervals.
	31st	525	82.8	79.4	...	80.9	79.2	78.0	91	S & S by E	...	145.3	0.73	...	Overcast. Rain after intervals.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past ten days	...	13.3
The max. temperature during the past ten days	...	90.5
The max. temperature during the corresponding period of the past year	...	90.5
The mean humidity during the past ten days	...	0.87
The mean humidity during the corresponding period of the past year	...	0.89
		Inches.
The total fall of rain from 22nd to 31st	{ by lower rain gauge	5.25
	{ by anemometer gauge	4.96
Ditto ditto average of seventeen previous years	...	4.84
Ditto between the 1st January and the 31st July	...	64.24
Ditto ditto ditto ditto, average of seventeen previous years...	...	37.13

GOPEENAUTH SEN,
In charge of the Observatory.

The 1st August 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 22nd July 1871, on 1,270½ miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.			
		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.	
Total traffic for the week ...	81,753	91,533 14 10	8,392 8 10	420,397 30	3,79,109 0 0	25,584 19 10	35,977 8 8	
Or per mile of railway ...		71 8 10	6 11 2	..	218 2 3	19 19 11	26 11 1	
For previous 4 weeks of half-year	191,152½	2,43,462 13 1	22,317 8 6	908,525 30	6,20,392 7 6	57,419 6 3	79,730 14 8	
Total for 3 weeks ...	272,005½	3,35,016 11 11	30,709 17 4	1,398,923 20	9,03,501 7 6	83,004 6 0	113,714 3 4	
COMPARISON.								
Total for corresponding week of previous year ...	86,991½	1,00,409 14 2	10,037 9 10	467,246 20	2,04,613 9 7	27,006 4 11	37,043 14 9	
Per mile of railway corresponding week of previous year	.....	96 12 5	8 17 5	..	260 6 0	23 17 4	32 14 9
Total to corresponding date of previous year ...	311,478	3,79,602 13 8	34,796 18 7	1,774,801 30	11,09,210 2 0	101,077 11 11	130,474 10 6	

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 22nd July 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	5,334	7,789 6 10	714 0 7	45,523 0	7,985 7 3	732 0 0	1,446 0 7
Or per mile of railway ...	...	34 14 11	3 4 6	...	35 12 11	3 5 8	6 9 8
For previous 3 weeks of half-year ...	8,461½	20,673 2 10	1,895 0 10	91,262 10	19,755 15 6	1,809 2 7	3,704 3 5
Total for 3 weeks ...	11,897½	28,462 9 8	2,609 1 5	136,784 10	27,721 6 9	2,541 2 7	5,150 4 0
COMPARISON.							
Total for corresponding week of previous year ...	2,063½	7,399 2 4	678 5 1	15,277 30	1,067 5 0	372 16 9	1,051 1 10
Per mile of railway corresponding week of previous year ...	...	33 2 10	3 0 10	...	18 3 10	1 13 5	4 11 3
Total to corresponding date of previous year ...	11,035½	29,754 12 6	2,727 10 5	63,519 0	18,536 16 3	1,699 4 5	4,426 14 10

EASTERN BENGAL RAILWAY

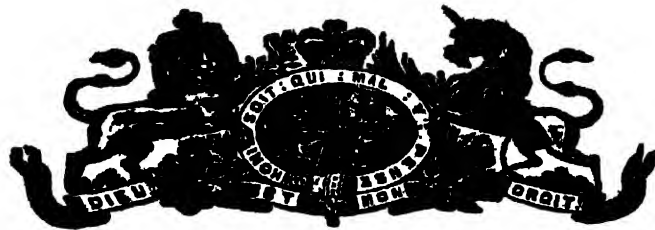
Approximate Return of Traffic for week ended the 22nd July 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	28,541	16,724 1 3	1,533 0 10	88 170 37	16,998 6 11	4,211 5 5	5,774 6 3
Or per mile of railway ...	183	106 13 10	9 17 11	565 0	29 10 4	27 2 0	36 17 11
For previous 3 weeks of half-year ...	56,568½	31,033 10 3	3,024 1 7	161,344 0	59,401 12 11	4,620 3 3	7,643 4 10
Total for 4 weeks ...	85,109½	49,757 11 6	4,561 2 5	250,404 37	96,670 3 10	8,831 8 8	13,422 11 1
COMPARISON.							
Total for corresponding week of previous year ...	20,439½	14,239 4 7	1,305 5 7	63,503 33	10,394 7 8	952 16 7	2,258 2 2
Per mile of railway corresponding week of previous year ...	200	125 11 9	11 10 6	561 0	91 13 6	8 8 3	19 18 9
Total to corresponding date of previous year ...	87,113½	44,092 13 2	4,041 16 10	330,117 21	12,035 12 6	4,769 15 4	8,911 13 2

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 22nd July 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	4,180	655 2 9	65 10 4	9,043 0	280 10 6	23 13 3	94 3 7
Or per mile of railway ...	149	23 6 5	2 6 7	323 4	10 3 10	1 0 6	3 7 1
For previous 16 weeks of half-year ...	108,988½	20,412 1 6	2,041 4 2	168 000 20	1,919 6 6	491 18 11	2,633 3 1
Total for 17 weeks ...	113,068½	21,067 4 3	2,106 14 6	177,943 20	5,206 1 0	520 12 2	2,627 6 8
COMPARISON.							
Total for corresponding week of previous year ...	4,816½	830 8 6	83 13 1	8,825 26	300 0 0	30 0 0	113 13 1
Per mile of railway corresponding week of previous year ...	173	29 14 0	2 19 9	315 0	10 11 5	1 1 5	4 1 2
Total to corresponding date of previous year ...	97,474	16,025 7 0	1,602 10 11	180,806 0	6,354 8 6	635 9 1	2,298 0 0



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, AUGUST 9, 1871.

OFFICIAL PAPERS.

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Administration Report of the Ranaghat Municipality for 1870-71.

From C. C. STEVENS, Esq., Chairman of the Ranaghat Municipality, to the Commissioner of the Presidency Division,—(No. 167, dated Kishnaghur, the 28th June 1871.)

I HAVE the honor to forward herewith the annual statement of actual receipts and disbursements of the Ranaghat municipality for 1870-71, with the copy of administration report received from the vice-chairman.

The expense of collection is high, amounting as it does to 12½ per cent. I will draw the attention of the vice-chairman to this point.

2. The municipality is generally well managed; and in my opinion credit is due to the municipal commissioners, especially to the vice-chairman. It is a matter of much regret that the municipality has been deprived of the valuable services of Baboo Sri Gopal Pal Chowdhry.

3. I regret to notice the irregularity in the matter of attendance at meetings shown by the members. I think that even out of twelve members a quorum ought generally to be formed.

From HORACE A. COCKERELL, Esq., Officiating Commissioner of the Presidency Division, to the Officiating Secretary to the Government of Bengal, Judicial Department,—(No. 127J, dated Calcutta, the 22nd July 1871.)

In accordance with the Government order No. 2441, dated 26th April 1867, I have the honor to submit the annual administration report of the Ranaghat municipality, together with a statement of its income and expenditure for the year 1870-71.

2. The past year's administration shows marks of substantial progress, and reflects credit on the municipal commissioners. Two important roads have been re-metalled, a dilapidated bridge completely repaired, and a large tank re-excavated to provide the inhabitants with good drinking water. Sanitary measures have been attended to, and the returns show that the town is remarkably healthy.

3. The expenses of collection are, as remarked by the chairman, higher than they should be.

From **BABOO RAM SHUNKER SEN**, Vice-Chairman of the Ranaghat Municipality, to the Chairman of the Ranaghat Municipality,—(No. 39, dated Ranaghat, the 22nd June 1871.)

I HAVE the honor to submit herewith my annual administration report of the Ranaghat municipality for the year 1870-71.

The municipal corporation of the town consists of nineteen commissioners, who have been appointed from time to time by Government, in order to administer the law under Act III (B.C.) of 1864.

C. C. Stevens, Esq., magistrate of the district, ex-officio chairman.
 Major Forbes, executive engineer, ex-officio commissioner.
 Dr. F. J. Earle, ditto ditto.
 Baboo Ram Shunker Sen, deputy magistrate, ex-officio vice-chairman.
 „ Sri Gopal Pal Chowdhry, commissioner.
 „ Dwarka Nath Pal Chowdhry, ditto.
 „ Keshub Chunder Pal Chowdhry, ditto.
 „ Radhamoi Dey Chowdhry, ditto.
 „ Mothoor Lall Dey Chowdhry, ditto.
 „ Banee Madhub Mookerjea, ditto.
 „ Ram Coomar Banerjea, ditto.
 „ Kedar Nath Dutt, ditto.
 „ Judoo Nath Mookerjea, ditto.
 „ Brojendro Gopal Pal Chowdhry, ditto.
 „ Rajrajeshur Pal Chowdhry, ditto.
 „ Brojo Nath Pal Chowdhry, ditto.
 „ Tarabilash Mitter, ditto.
 „ Chunder Mohun Dass, ditto.
 „ Rakhaldass Mullick, ditto.

Of these commissioners, Baboo Kedar Nath Dutt is unable to attend, in consequence of his having gone elsewhere with an appointment in the subordinate executive service, and Baboo Judoo Nath Mookerjea has for the present removed himself to Chinsurah. Of the other native commissioners, Baboo Mothoor Lal Dey Chowdhry and Ram Coomar Banerjea do not attend the meetings on the plea of sickness; and Baboo Sri Gopal Pal Chowdhry, one of the most active and influential commissioners, was suddenly attacked with a paralytic stroke, from the effects of which he has not yet recovered. There are, therefore, only twelve working members left, which renders it difficult to obtain a quorum at the monthly meetings.

3. There were seventeen meetings held during the year, in five of which only work was regularly transacted, the rest being informal for want of quorum. Of the official members, the chairman was present at the meeting held in December last, and of the non-official, Baboo Banee Madhub Mookerjea and Rajrajeshur Pal Chowdhry were more regular in their attendance than the others.

4. In reviewing the operations of the past year, I would beg to state at the outset that the municipality, which has been in existence for the last six years, did in no other year accomplish a greater amount of work, limited as its income is, than during the year under report.

5. The total receipts during the year were Rs. 7,272-11-3, against Rs. 6,782-1-6 of the preceding year, thus showing an increase of Rs. 490-9-9. The expenditure amounted to Rs. 8,513-11-6, as per accompanying statement. The surplus left at the close of the year is Rs. 344-10-8.

On a mistaken principle of economy, the roads of the town were in previous years metalled with old materials at the cheap rates, in order to save expense. During the past year this system was dispensed with, and the Bora Bazaar road (which had been during the previous year widened and straightened) was metalled with entirely new materials, at a cost of Rs. 1,700. The road, called the Park Street, extending along the railway line, was for some years in a very wretched state for want of repair, although this was the most frequented thoroughfare in the town. It has been thoroughly repaired, or rather re-metalled, at a cost of Rs. 800. This road and the Bora Bazaar road have greatly contributed to the improvement of the town and the convenience of the public. The Baskooa khall, which bounds the town on the north, was a navigable river in the time of Raja Kisto Chunder Roy of Nuddea. Baboo Kashi Nath Pal Chowdhry, father of Joy Chunder Pal Chowdhry of Ranaghat, threw a masonry bridge over it for the convenience of the public in the year 1815; but no attention having been paid to its repair, it was latterly in a dangerous state, the parapets on both sides of the bridge having entirely disappeared, and the side wings having nearly decayed. The span of the bridge, however, being of strong masonry, it was still open to the use of the public, although attended with some risk. Many a benighted pedestrian broke his legs and endangered his life by a fall from the top of the bridge into the bed of the khall. To remove this cause of inconvenience, the municipality have laid out about Rs. 500 for effecting thorough repairs and making additions, in order to render the bridge an useful and substantial public work.

7. In my previous reports I have repeatedly urged the necessity of providing good tanks for drinking and bathing purposes. A large tank, about an acre in extent, has been excavated during the year under report, at a cost of Rs. 2,326, and the inconvenience felt by a fourth of

the population for want of good water, has been thus removed. The best thanks of the municipality are due to the zemindars of this place (many of whom are also municipal commissioners) for gratuitously making over to the municipality their proprietary right to the land taken up by this tank.

8. The conservancy establishment, consisting of an overseer, four coolies, one murdafurash, and a cart, is not adequate to the requirements of a town three square miles in area; yet the result obtained is creditable to the department. The cart filled up a hole 50 feet long by 50 feet broad and 10 feet deep with the refuse of the town. The roads, and drains were throughout the year clean and free from jungle. The murdafurash killed fifty-five rabid dogs, and removed thirteen human bodies and forty-seven dead animals. The town was throughout the year almost free from noxious vegetation, owing partly to all *palit* lands having been brought under cultivation, and partly to the good behaviour of the people in readily responding to the requisitions of the municipality. That the town was generally clean throughout the year, will also be seen from the circumstance that only thirty-one notices had to be issued for jungle cutting, against 176 for the previous year.

9. Ranaghat has shown unusual signs of healthiness during the year under review. The mortuary register shows that there were ninety-one deaths during the year to a population of 7,462, giving a percentage of 1·2. The number of deaths during the previous year was 137, which gives a percentage of 1·8. The greatest number of deaths (43), as usual, was from fever and spleen; from cholera, 9; and 39 from other causes. There was no outbreak of any epidemic disease during the year.

10. The number of persons prosecuted during the past year for breach of the municipal law was 14, against 57 of the previous year, of which 9 were fined and 5 warned.

11. Since 1869 the municipality has directed its attention to arboriculture; and of the 300 trees planted up to date, 170 are in flourishing condition. During the year a proposal was made to bring the charitable dispensary under the management of the municipality, and to levy an additional rate of eight annas per cent. on annual valuation over Rs. 50; but the question was dropped in consequence of a majority of the commissioners having given their votes against the proposed measure. A pucca bungalow has been constructed during the year, mostly from subscriptions, for the accommodation of the dispensary. I would avail myself of this opportunity to present my thanks to Ranee Shurnomoe of Cossimbazar, who subscribed Rs. 50 in aid of the building.

In my administration report for 1868-69, I noticed a most objectionable practice which prevailed in this town, of both males and females bathing promiscuously in the same ghats in the river Choorny. This attracted the attention of the municipality during the year under review, and a select committee was accordingly appointed to report within a fortnight on the state of the bathing ghats, with a view to make a proper division for males and females. In accordance with the suggestions of the sub-committee, three ghats in the river Choorny have been set apart for the exclusive use of the females, and sign boards have been put up to distinguish them.

A much, frequented road-called Mohapravu road, leading into that half of the town which lies east of the railway line, has been intersected by the railway at the place where it branches out from the Park Street. The railway company, in order to save expense, constructed masonry steps on both sides of the line over the fencings for the convenience of passengers. These steps have latterly become dangerous and inconvenient to the people for want of proper repair. The vice-chairman put himself in communication with the railway authorities on the subject, and the latter have agreed to put up a turnstile iron gate in lieu of the present steps, but the work has not yet been taken in hand.

Ranaghat Municipal Improvement Fund for 1870-71.

RECEIPTS.

Particulars.	Amount.		
	Rs.	As.	P.
House-rate collections	3,665	12	6
Ferry proceeds	3,010	0	0
Proceeds of pound	483	14	0
License fees	48	0	0
Distraining fees	6	0	9
Fines	19	4	0
Miscellaneous	39	12	0
Total receipts during the year	7,272	11	3
Balance at the end of 1869-70	1,585	10	11
Total	8,858	6	2

	DISBURSEMENTS.			Rs.	As.	P.
Expenses of collection	453	13	0
Office establishment	264	2	0
Office contingencies	59	15	3
Conservancy	477	9	6
Jungle clearing	22	12	6
Re-opening of drains	54	0	0
Metalling of roads	2,503	13	0
Kutchra roads	55	1	6
Bridges and culverts	398	10	9
Arboriculture	97	15	6
Pound	94	2	3
Police	1,616	3	0
Excavation of tank	2,326	13	3
Miscellaneous	88	12	0
Total payments during the year	8,513	11	6
Balance in hand	344	10	8
Total	8,858	6	2

Certified that the balance (Rs. 344-10-8) was in the treasury on the 28th March 1871.

RAM SHUNKER SEN,
Vice-Chairman.

RANAGHAT,
The 22nd June 1871.

Administration Report of the Gowhatty Municipality for 1870-71

Memorandum by COLONEL H. HOPKINSON, Agent to the Governor General and Commissioner of Assam,—(No. 1080T, dated Debrooghur, the 18th July 1871.)

COPY, together with the report and statement of receipts and disbursements in original, forwarded to the Secretary to the Government of Bengal, Judicial Department.

From J. J. S. DEIBERG, Esq., Officiating Personal Assistant to the Commissioner of Assam, to the Chairman, Gowhatty Municipality, (No. 1079T, dated Debrooghur, the 18th July 1871.)

WITH reference to your revised report for the year 1870-71, I am directed to observe that the civil surgeon cannot act, *virtute officii*, as a permanent member of the municipality unless provision is made in the law to that effect. Till then each successive incumbent of the post will have to be appointed a municipal commissioner, if such an arrangement is considered necessary. You have omitted to notice that Mr. Masters was succeeded by Mr. Anley.

See section 7, Act III, 1864, and section 7, Act VII (B.C.) of 1867.

The following errors occur in the tabular statement of income :—

Ferries.—If the figures in columns 2 and 3 are correct, the deficit will be Rs. 2,247, and not Rs. 2,207, as shown by you. The statement* showing the number of persons brought to trial and punished for breaches of the conservancy laws has not been drawn up according to the instructions of this office and the specimen report furnished to you.

The number of persons released and fined has not been shown.

* Column 1 number of cases reported entailing the issue of notices.

" 2	"	ditto	ditto	ditto	summons.
" 3	"	of persons tried.			
" 4	"	ditto released.			
" 5	"	ditto fined.			
" 6	"	amount of fines inflicted.			
" 7	"	ditto remitted.			
" 8	"	ditto collected.			
" 9		Remarks.			

The classified statement of expenditure should be corrected as follows :—

Heading.	Column.	Rs.	As.	P.
Road ...	4. Entered ...	2,379	2	5
	5. Entry expunged.			
Conservancy ...	5. Corrected to	2,023	3	11
		16,618	0	0
Total ...	2,4, and 5 ditto	2,589	3	5
		4,608	3	2

Your remark that the expenditure in all departments, except under the head of police, was below the budget estimate, is not strictly accurate, as there was an excess of Rs. 2,379-2-5 in the road department also.

Your statement that the "municipality have entered on the new year with *about* Rs. 5,000 at its disposal" is not correct, for the account submitted by you shows that you had on the 1st April 1871 Rs. 456-3-6 in hand, and Rs. 6,116-14-6 in the treasury; total, Rs. 6,573-2-0.

From MAJOR T. LAMB, Deputy Commissioner and Chairman of the Gowhatty Municipality, to the Personal Assistant to the Commissioner of Assam,—(No. 10, dated Gowhatty, the 23rd June 1871.)

ON behalf of the municipal commissioners of the town of Gowhatty, I have the honor to submit the revised annual administration report of the Gowhatty municipality for the past official year ending 31st March 1871.

At the commencement of the year the municipality numbered thirteen commissioners.

Colonel W. Agnew, officiating commissioner, ex-officio member.

Major Alexander Comber, deputy commissioner, ex-officio member.

" F. T. Pollock, executive engineer, ex-officio member.

Mr. J. Masters, district superintendent, ex-officio member.

" R. Lea, extra assistant commissioner, ex-officio member.

Dr. McKenna, civil surgeon, member.

Colonel K. Campbell, member.

Moonshee Shekant Hossein, member.

Baboo Juswun Dey, vakeel, member.

" Srimunto Sein, vakeel, member.

" Gopal Chundro Banerjee, member.

" Gurgoram, member.

" Baloram Surmah, member.

Among these the following changes have occurred during the year :—

Colonel W. Agnew, Major Alexander Comber, Mr. J. Masters, Dr. McKenna have left the station, and Colonel Campbell and Baboo Srimunto Sein have withdrawn their names, as their private business occupied their time, so that they were unable to attend to municipal affairs. Colonel Agnew was succeeded by Colonel Hopkinson in March 1871, and Major Comber was relieved by Lieutenant E. N. D. LaTouche, who was again succeeded by Major Lamb in the month of April 1870. Dr. McKenna was relieved of his duties as civil surgeon on the 11th March, and his successor has not been nominated a member. Owing to frequent changes in the civil surgeon's office, it appears inexpedient to nominate each officer as he succeeds to the appointment temporarily. The committee are of opinion that the civil surgeon should be an ex-officio member. Moonshee Shekant Hossein left the station on the 27th August 1870, but on his departure he was undecided whether or not he would return; no one has therefore been elected to supply his place.

The following gentlemen were appointed municipal commissioners during the year :—

Mr. John James Sheet Driberg, personal assistant.

Baboo Bood Singh, Assuyal.

At the close of the year the commissioners numbered eleven, of whom six were Europeans and five Natives.

On the following dates the number of commissioners present was too small to form a quorum :—

15th June, 5th October, 19th October, 26th October, 7th December, 15th December, and 21st December 1870.

Fourteen ordinary general meetings of the commissioners were held during the year, and no special meetings were called. The attendance at the several meetings is shown below; the average of which is less than in the previous year :—

	Dates	No. present.
General Meetings ...	20th April 1870 ...	11
	4th May „ ...	8
	18th May „ ...	9
	1st June „ ...	5
	6th July „ ...	6
	3rd Aug. „ ...	6
	17th Aug. „ ...	5
	7th Sept. „ ...	5
	23rd Nov. „ ...	8
	13th Dec. „ ...	6
	18th Jan. 1871 ...	6
	1st Feb. „ ...	6
	15th Feb. „ ...	6
	15th Mar. „ ...	7
Average ...		5 $\frac{1}{4}$

The arrangements regarding the holding of general meetings on the first and third Wednesday in each month have been regularly adhered to.

Conservancy.

The contract for the conservancy of the town for 1869-70 was so unsatisfactorily performed that the system has been abandoned, and the town arranged into four divisions, each being under the supervision of a member.

This plan has worked tolerably well on the whole.

The following tabular statement shows the actual income under each head as compared with the estimate :—

Details.	Budget estimate			Actual receipt.			Excess.			Deficit.		
	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.
Balance from 1869-70 ...	984	7	3	984	7	3	.....			.....
House-rate collections ...	*4,300	0	0	3,579	8	0	.....			720	8	0
Town land revenue ...	3,450	0	0	3,443	3	6	.....			6	12	6
Fines ...	150	0	0	267	12	0	117	12	0	.....	
Ferries ...	5,351	0	0	3,104	0	0	.....			2,247	0	0
Miscellaneous ...	6,059	0	0	9,793	3	6	3,734	8	6	.....	

The result of the house-rate collections at the close of the year is shown in the following table :—

Details.	Duc.			Collected during the year.			Remitted during the year.			Balance at close of the year.		
	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.
Arrears, 1869-70 ...	1,175	11	6	1,089	1	0	.....			86	10	6
Ditto, 1870-71 ...	4,300	0	0	2,490	7	0	.....			1,809	9	0

Of the balance, Rs. 1,543-4-0 have been recovered since the close of the year, and measures have been taken for the realization of the remainder. I notice with regret that one of the native members was among the defaulters, and this has, I fear, set a bad example to others.

The subjoined statement shows the assistance rendered during the year by the conservancy overseer and the municipal police in reporting breaches of the conservancy laws :—

Department.	No. of notices issued.	No. of persons summoned.	No. of persons tried.	No. of persons fined.	Amount of fine inflicted.			Amount of fine collected.		
					Rs.	As.	P.	Rs.	As.	P.
Municipal overseer ...	44	2	2	2	2	0	0	2	0	0
Ditto police ...	.....	292	287	265	265	12	0	265	12	0

The police have exerted themselves more during the year under report than they appear to have done in the previous year; there is however still much room for improvement. The non-official members, I am sorry to say, have not reported a single instance of breach of the conservancy laws in their respective divisions.

The miscellaneous receipts were derived from pounds, house-rent, and bazar, and amounted to Rs. 9,793-3-6.

Pounds.—5,693 head of cattle were impounded during the year, and Rs. 1,193-13-6 realized thereupon. There are only two pounds within the municipal jurisdiction, which is not sufficient for the requirements of the town. The erection of another is under contemplation, but a convenient site has not yet been determined on.

House-rent.—There is one bungalow in the possession of the commissioners, which is occupied by the Controller, Department Public Works Accounts.

* Including the arrears of 1869-70, amounting to Rs. 1,896-3-6.

Basar.—There are two bazars in the station, which are farmed out to the highest bidders at auction annually; and after the necessary expenditure for keeping the sheds in order, any balance is credited to the general fund and expended in local improvements.

The expenditure, which during the year amounted to Rs. 14,599-0-3, is thus classified :—

Details.	Budget estimate.			Actual expenditure.			Excess.			Savings.		
	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.
Expenses of collection ...	420	0	0	310	0	0	.....			110	0	0
General charges ...	1,104	0	0	791	4	9	.....			312	11	3
Road department ...	1,492	0	0	3,871	2	5	2,379	2	5	.....	
Lighting ...	.....			.....			.....			.....
Watering ...	168	0	0	50	5	6	.....			117	10	6
Conservancy ...	3,848	0	0	1,824	12	1	.....			2,023	3	11
Police ...	4,836	0	0	5,046	1	0	210	1	0	.....	
Local improvements ...	1,500	0	0	321	8	6	.....			1,178	7	6
Miscellaneous ...	3,250	0	0	2,383	14	0	.....			866	2	0
Total ...	16,618	0	0	14,599	0	3	2,589	3	5	4,608	3	2

The expenditure in all the departments was below the budget estimate, except under the head of police, which shows a trifling excess, caused by the payment of one month's pay for the municipal police for 1869-70 out of the past year's income. In the local improvements, conservancy, and miscellaneous departments, a considerable saving is shown.

The reason for this is the difficulty the overseer found in procuring labor; the utmost number of coolies he could muster frequently not exceeding thirty, and sometimes not even so many.

This year another overseer has been appointed, and better things are confidently expected.

Owing to the deficiency of labor, all that has been attempted was to keep the station clean; the growth of jungle alone during the rains was more than the available labor could keep pace with, and this I attribute entirely to the late overseer's inefficiency.

It was determined at one time to import labor, but this I was averse to do, and I hope now we have overcome the difficulty.

In the matter of collection of house-rates also the overseer has been lax. It was for him to see that notices were duly served on defaulters; but during my absence in the interior of the district the officer in charge of the current duties was over burdened with work, as there was one officer less than usual in the station, and one was exercising reduced powers; the overseer and his mohurir both seem to have overlooked the important duty of collecting the arrears.

The municipality have entered on the new year with about Rs. 5,000 at its disposal; with this it is intended to purchase watering carts and cattle, and with the balance to re-construct police buildings and proceed with the ordinary municipal works.

It would be simply throwing away the public money if we attempted any extensive improvement in a place like Gowhaty with the very limited amount at our disposal. Small matters, such as the filling in hollows, can be proceeded with as labor is procurable; but I am nevertheless of opinion that any sum which can be saved should be funded to meet the expenditure when there is sufficient to carry out an approved scheme of drainage.

The commissioner desires it to be explained why a large sum of money is every year deposited in the treasury instead of being expended. Had we even had a sufficiency of labor, I should have deemed expedient to keep about Rs. 1,000 or Rs. 1,500 available to continue the municipal operations during the early months of the year, until the first quarter rates fall due, and any further sum that can be saved should be funded to meet the cost of more extensive works than we can undertake with our present limited surplus.

Annual Statement of the Municipal Improvement Fund under Act III of 1864 of the Gowhaty Municipality for the year 1870-71.

Particulars.	RECEIPTS.			Amount.			Total.		
				Rs.	As.	P.	Rs.	As.	P.
Balance brought from last year's account ...				89	8	9			
To balance deposited in the treasury ...				894	14	6			
							984	7	3
To amount collected on account of the 5 per cent. upon the annual value of the houses and buildings ...				2,190	7	0			
To amount realized outstanding of ditto 1869-70...				1,089	1	0			
							3,579	8	0
Ditto on account of fines under Act III of 1864 ...							267	12	0
Miscellaneous ...							16,340	7	0
Total ...							21,172	2	3

		DISBURSEMENTS.			Amount.		
Particulars.					Rs. As. P.		
Charges incurred in the collection of the rate (of 5 per cent.) upon the annual value of houses and buildings			310	0	0
Charges incurred for metalling the strand road			1,130	12	0
Ditto ditto for repairing kutcha (64) roads in south Gowhatty			2,011	3	8
Ditto ditto ditto north Gowhatty			633	8	2
Ditto ditto cutting and removing jungles			785	14	0
Ditto expended in repairing bazar sheds			70	11	7
Ditto ditto ditto cattle pound			58	0	9
Ditto ditto ditto municipal bungalow			873	1	6
Ditto ditto ditto ditto godown			238	0	0
Ditto ditto clearing surfaces, tanks, and ghâts			276	0	0
By amount paid for the maintenance of municipal police			5,046	1	0
Ditto ditto ditto charitable dispensary			430	0	0
Ditto ditto levelling ditch			45	8	6
Ditto removing dirt from the station			1,038	14	1
Ditto repairing bullock carts			35	13	0
By amount expended on account of killing pariah dogs			41	4	0
Ditto ditto ditto compensation paid for lands taken for public purposes			13	3	6
Ditto expended on account of watering in the roads			50	5	6
Establishment of the municipal commissioners			765	4	9
Contingencies			26	0	0
Feed and keep of stock			463	7	3
Purchase of instruments			27	5	6
By amount expended on account of repairing bridge			95	10	7
Ditto ditto purchase of lime			75	0	0
Ditto ditto on account of advance of coolies			40	6	0
Miscellaneous			17	8	11
Total of expenditure			14,599	0	3
Cash in hand				456	3
Deposited in the treasury				6,116	14
Grand total				21,172	2

GOWHATTY,
The 26th May 1871.

T. LAMB,
Dy. Commr. and Chairman.

Statement shewing Rainfall, Weather, and State and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, for the week ending 5th August 1871.

Number.	District.	Date of return from each district.	Rainfall at Station in inches	Character of the weather in the district as far as known	State and Prospects of the Crops at date.	REMARKS.
1	Bhaugulpore	Aug 4th	2.6	Not much rain	Janerah gone, rice very good	* Will be furnished hereafter by the collector.
2	Monghyr	" 5th	2.1	Generally good	Bhadoi much injured, Amun excellent.	
3	Purneah	July 28th	4	.. *	.. *	
4	Rajmehal	Aug 5th	2	Close and very hot	Bhadoi on the Dearahs nearly destroyed, Amun good	* Will be furnished hereafter by the collector.
5	Deoghur	" 5th	5.8	Healthy, a few cases of small-pox	Favorable Heavy rain destroying Sugarcane and Janerah	
6	Nya Doomka	" 5th	2.7	Rain and sunshine Very favorable.	Rice very promising Indian Corn damaged by rains	
7	Godda.	" 5th	3.4	Very warm and dry	Same as last week	
8	Pakour	" 5th	3.4	Very warm and dry	Same as last week	
9	Jamtara	" 5th	1.6	Cloudy and rainy	Sowing and weeding going on Janerah injured	
10	Patna	" 5th	1.6	Cloudy and rainy	Favorable, Bhadoi doubtful	
11	Gya	July 29th	2.6	Seasonable	Bhadoi crops in excellent condition	
12	Chumparun	" 29th	5	Cool and temperate east wind rain, and clouds.	Bhadoi crops in excellent condition	
13	Sarun.	Aug. 5th	1.2	Rainy and hot	Rice favorable Janerah and Muiwa injured	
14	Shahabad	" 5th	1.2	Rainy and hot	Rice favorable Janerah and Muiwa injured	* Will be furnished hereafter by the collector.
15	Tirhoot	July 29th	1.5	Fine	Loss of about 6 annas of Bhadoi crops throughout the district owing to floods and rain dhan may not suffer much	
16	Rajahmhye	Aug 5th	1.8	Fine	Generally very satisfactory	
17	Bograh	" 28th	5.6	Fair	Good.	
18	Dinagapore	" 29th	4.1	Wind variable, and constant showers	Favorable	
19	Maldah	" 28th	2.9	Rains and clouds	Good except in thannah Kaliahik, where 2 annas Bhadoi crop injured by the rise of the river	
20	Moorshedabad	" 29th	1.8	Not much rain	Good, but danger apprehended from inundation. Some injury done by it	
21	Pubna	" 29th	3.2	Excessive rain but seasonable, rapid rise of the river and south-east wind	Six annas Ous damaged by the rise of rivers Amun still very promising	
22	Rungpore.	Aug. 5th	10.8	Seasonable	Ditto ditto ditto	
23	Burdwan	July 28th	1.8	Generally good	Favorable to Ous and Amun crops.	† Sufficient rain.
24	Bancoorah	Aug. 4th	†	Cloudy and rainy Sultry but not insalubrious.	All crops growing well An unprecedentedly rich harvest of rice is expected if it rains in September.	
25	Beerbhoom	" 5th	4.9	Rainy	Good.	

Number.	District.	Date of return from each district.	Rainfall at Sud-der Station in inches.	Character of the weather in the district as far as known.	State and Prospects of the Crops at date.	REMARKS.
26	Hooghly	July 28th Aug. 5th	5·6 3·7	Favorable ... Rainy and cloudy	All crops thriving. Favorable, except on low lands.	
27	Howrah	... „ 5th	3·6	Favorable ...	Favorable.	
28	Midnapore	... „ 5th	4·2	Favorable ...	Good.	
29	Nuddea	... „ 5th	1·4	Rainy; good ...	12 annas Ous expected; Amun promising.	
30	Jessore	July 28th Aug. 4th	2· 3·8	Rainy but favorable. Rainy and cloudy	Good throughout. Ous and Indigo suffered severely in Magoorah. Ous being reaped; rest good.	
31	24-Pergunnahs.	July 28th	2·4	Rainy and then dry and hot.	Good.	
32	Dacca	... „ 29th	2·3	Rainy and then dry and sunny.	Favorable.	
33	Backergunge	... „ 29th	3·	Rainy and then fair.	Good.	
34	Furreedpore	Aug. 5th July 29th	2·6 6·7	Fair but hot ... Rainy ...	Good. Ous very fine. Amun partly sacrificed to jute.	
35	Mymensingh	... „ 29th	4·6	Rainy and cool.	Ous worse; Amun good, a little more sun required for tea.	
36	Sylhet.	... „ 28th	3·7	Clear ...		* Not received, but will be submitted regularly from next week.
37	Cachar	... „ 29th	3·1	Cloudy & rainy.	Good and favorable.	
38	Chittagong.	... „ 29th	2·1	Generally favorable.	Satisfactory, both as regards the Beali or Ous and Sarud or Amun.	
39	Noakhally or Bulloah.	... „ 29th	2·5	Sufficient rain throughout.	Very fair.	
40	Tipperah	Aug. 5th	3·7	Seasonable ...	Favorable.	
41	Hill Tracts of Chittagong.	July 29th	3·4	Wet, but seasonable.	Very good and promising.	
42	Cuttack	Aug. 5th	7·8	Favorable ...	Favorable.	
43	Balasore.	July 29th	2·0	Rainy ...	Favorable.	
44	Pooree	... „ 29th	2·5	Variable ...	Fair.	
45	Hazareebaugh	... „ 29th	7·	Cloudy ...	Ous promising.	
46	Seesaugor.	... „ 28th	Nil ...	Gloomy and hot	Favorable.	
47	Kamroop	... „ 28th	2·2	Seasonable ...	Fair.	
48	Luckhimpore.	... „ 29th	5	Rainy and fresh	Ous reaped; Salee or Amun being transplanted.	
49	Khasi and Jynteah Hills.	... „ 29th	2·0	Fair ...	Healthy.	
50	Naga Hills.	... „ 28th	3·6	Healthy ...	Hill crops thriving; others much injured by the hail-stones.	
51	Julpigorce	... „ 29th	†	Seasonable ...	Good	† No rain-gauge kept.
52	Gowalparah	... „ 29th				
53	Garohills	... „ 29th				
54	Darjeeling	... „ 28th				
55	Cooch Behar	... „ 29th				

N.B.—The columns of the districts from which returns have not been received remain blank.

Published for general information,

FORT WILLIAM,
The 7th August 1871.

R. H. WILSON,
Offg. Under-Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

Division.	Stations.	Rainfall from 17th to 23rd July 1871.	Rainfall from 24th to 30th July 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	3.40	4.40	38.48	30th July 1871.	
	Cuttack { Jail ...	2.70	3.48	33.72	ditto.	
	Falae Point ...	5.20	Not received	32.30	23rd July 1871.	
	Jajipore ...	6.43	ditto	40.82	ditto.	
	Kendraparah ...	5.30	ditto	27.80	ditto.	
	Jugutsingapore ...	1.60	ditto	28.13	ditto.	
	Sumbulpore ...	3.85	ditto	21.81	ditto.	
	Balasore ...	3.48	3.50	34.06	30th July 1871.	
	Bhuddruck ...	4.65	3.12	33.44	ditto.	
	Pooree ...	3.11	2.61	35.39	ditto.	
CHOTA NAGPORE.	Khoordah ...	1.79	Not received	34.19	23rd July 1871.	
	Hazareebagh ...	5.33	1.86	21.13	30th July 1871.	
	Barhee ...	2.80	3.88	25.08	ditto.	
	Pachamba ...	3.08	3.00	29.34	ditto.	
	Ranchee ...	3.92	3.12	32.28	ditto.	
	Palamow ...	4.31	3.70	29.40	ditto.	
	Parulia ...	2.83	4.87	35.11	ditto.	
	Gobindpore ...	6.18	Not received	20.07	23rd July 1871	From 12th June.
	Chyebassa ...	2.61	ditto	25.36	ditto.	
PATNA.	Patna ...	4.93	0.10	30.85	30th July 1871.	
	Behar ...	9.11	2.20	32.74	ditto.	
	Barh ...	2.49	1.83	22.26	ditto.	
	Dinapore ...	2.80	0.05	26.49	ditto.	
	Gya ...	3.26	1.02	26.03	ditto.	
	Sherghotty ...	1.58	1.65	21.33	ditto.	
	Nowadah ...	1.81	1.60	23.74	ditto.	
	Arungabad ...	2.85	2.00	15.69	ditto.	
	Chumparun ...	Not received	Not received	21.77	16th July 1871.	
	Bottiah ...	4.15	ditto	22.59	23rd July 1871	From 5th June.
	Chuprah ...	8.09	0.52	31.67	30th July 1871.	
	Sewan ...	2.62	Not received	27.71	23rd July 1871.	
	Monasferpore ...	3.60	1.80	33.68	30th July 1871.	
	Darbhanga ...	3.35	0.42	39.32	ditto	Not received 15th to 21st May.
	Sootamaroe ...	3.10	1.80	28.86	ditto.	
	Tajpore ...	4.00	1.70	26.74	ditto	Not recorded 6th to 19th March.
	Mudhubani ...	1.47	1.76	26.23	ditto	From 1st April.
	Hajipore ...	5.35	0.78	17.34	ditto	From 22nd May
	Arrah ...	3.86	0.33	25.37	ditto.	
	Buxar ...	10.25	1.30	35.75	ditto.	
	Sasseram ...	5.00	2.54	22.36	ditto.	
BHAUGULPORE.	Bhubhooh ...	4.34	0.63	32.49	ditto.	
	Benares ...	5.40	Not received	22.33	23rd July 1871.	
	Bhangulpore ...	4.60	4.63	22.70	30th July 1871.	
	Mudheypoorah ...	2.93	Not received	26.00	23rd July 1871	Not received 10th to 16th July.
	Banka ...	2.14	0.68	27.14	30th July 1871.	
	Monghyr ...	5.21	4.26	31.63	ditto.	
	Jamoe ...	4.50	3.02	30.08	ditto.	
	Begoomari ...	3.11	4.78	26.70	ditto.	
	Deoghur ...	4.22	2.73	33.07	ditto.	
	Jamtara ...	3.93	4.00	37.08	ditto	From 13th Feb.
RAJSHAHY.	Rajmehal ...	5.00	1.90	37.80	ditto	From 12th Feb.
	Pakour ...	3.20	2.30	23.30	ditto	From 21st May.
	Purneah ...	5.57	2.52	37.20	ditto	
	Kishengunge ...	5.30	Not received	27.85	23rd July 1871	From 12th June.
	Arraria ...	5.84	ditto	25.02	ditto	From 20th June.
	Rampore Beaulah... ..	3.71	0.48	40.76	30th July 1871.	
	Nattore ...	6.50	Not received	47.71	23rd July 1871.	
	Bograh ...	6.40	0.12	67.70	30th July 1871.	
	Dinapore ...	7.00	0.12	42.82	ditto.	
BANGALORE.	Maldah ...	3.65	1.01	29.44	ditto.	
	Berhampore ...	1.42	1.73	37.20	ditto.	
	Jungipore ...	4.14	0.54	33.90	ditto.	
	Lalbagh ...	3.74	0.83	29.88	ditto	From 16th Jan.
	Jamookandi ...	2.68	Not received	25.03	23rd July 1871	From 7th April.
	Pubna ...	2.63	5.19	42.97	30th July 1871.	
	Coomercolly ...	Not received	Not received	5.02	23rd April 1871	Not recorded from 1st May.
	Serajunge ...	2.42	1.09	51.70	30th July 1871.	
	Bangpore ...	6.90	1.10	60.80	ditto.	
	Bhowanigunge ...	1.69	0.85	44.38	ditto	From 22nd Jan.
SUNDERB.	Titalya ...	6.46	1.38	42.02	ditto.	
	Burdwan ...	2.70	2.29	32.95	ditto.	
	Outwa ...	2.99	1.99	32.82	ditto.	
	Oulna ...	3.52	3.80	41.15	ditto.	
	Bood-Bood ...	3.55	1.77	34.84	ditto.	
	Banecorah ...	1.45	2.44	37.04	ditto.	
	Banecorah ...	1.98	2.98	30.25	ditto.	
	Sooree ...	3.04	3.39	28.31	ditto.	
	Hooghly ...	2.10	5.60	44.37	ditto.	
SUNDERB.	Serampore ...	Not received	4.87	37.02	ditto	From 20th Mar. and not received 17th to 23rd July.
	Jehanabad ...	3.51	Not received	30.37	23rd July 1871	From 21st April, and not received 10th to 16th July.
	Howrah ...	3.07	3.59	62.00	30th July 1871.	
	Midnapore ...	1.46	2.74	41.02	ditto.	
	Contai { Dy. Collr.'s Office...	3.85	3.65	41.55	ditto.	
	Contai { Engr.'s Office ...	3.97	4.15	40.37	ditto.	
	Guribetta ...	1.70	3.59	39.00	ditto	From 6th Feb.
	Tatalook ...	Not received	Not received	46.18	16th July 1871.	

DIVISION.	Stations.	Rainfall from 17th to 23rd July 1871.	Rainfall from 24th to 30th July 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnaghur	1.40	Not received	33.32	23rd July 1871.	
	Bongong	2.23	3.24	45.49	30th July 1871.	
	Ranaghat	1.14	2.24	37.21	ditto.	
	Moherpore	1.28	4.24	53.45	ditto.	
	Choodangah	2.50	4.10	40.85	ditto.	
	Kooshateah	1.85	2.29	52.53	ditto.	
	Jessore	1.79	4.43	55.12	ditto.	
	Khoolnali	2.85	4.22	40.81	ditto	From 16th Feb.
	Jenidah	2.89	6.61	58.45	ditto	From 6th March.
	Nurail	2.15	3.78	43.52	ditto	From 3rd April.
	Magoorah	1.42	1.11	29.63	ditto	ditto.
	Bagirhaut	5.88	3.67	47.80	ditto	ditto.
	Saugor Island	3.50	5.30	50.30	ditto.	
	Calcutta	2.97	4.05	62.54	ditto.	
	Alipore { Jail	3.14	6.99	68.06	ditto.	
	Alipore { Hospital	3.12	7.05	67.25	ditto.	
	Barrackpore	Not received	Not received	55.26	16th July 1871.	
	Dum-Dum	ditto	ditto	40.19	ditto.	
	Baraset	ditto	ditto	36.17	ditto.	
	Satkhurah	ditto	ditto	45.57	ditto.	
	Busseerhaut	ditto	ditto	44.14	ditto.	
DACCA.	Diamond Harbour	ditto	ditto	51.21	ditto.	
	Barripore	ditto	ditto	50.04	ditto.	
	Dacca { Telegraph Office	3.05	2.31	63.56	30th July 1871.	
	Dacca { Jail	4.90	1.70	60.70	ditto.	
	Burrianul	4.41	4.01	61.37	ditto.	
	Dowlat Khan	5.16	3.11	60.05	ditto.	
	Perozepore	5.88	2.21	52.62	ditto.	
	Madaripore	2.10	3.63	47.07	ditto	Not received 10th to 16th July.
	Furzedpore	1.90	4.01	61.89	ditto	
	Goulundo	2.01	2.47	32.01	ditto	From 5th June.
	Mymensing	Not received	Not received	61.46	16th July 1871.	
	Jamulpore	2.83	ditto	42.33	23rd July 1871	Not received 19th to 25th June.
	Atteah	1.35	1.16	75.12	30th July 1871	
	Kishoregunge	1.29	Not received	70.22	23rd July 1871	
CHITTAGONG.	Sylhet	4.53	7.20	82.80	30th July 1871.	
	Carhar	4.83	Not received	55.26	23rd July 1871.	
	Hylakandy	Not received	ditto	51.37	9th July 1871.	
	Kojah	ditto	ditto	51.03	16th July 1871.	Not received 12th to 18th June and 3rd to 9th July.
	Chittagong { Telegraph Office	2.60	3.50	65.78	30th July 1871.	
	Chittagong { Jail	3.41	4.43	70.96	ditto.	
	Cox's Bazar	15.21	Not received	103.95	23rd July 1871.	
	Rangamata Hill	5.05	ditto	62.18	ditto.	
COCK BUREAU.	Noakhally	3.64	5.34	74.92	30th July 1871.	
	Tipperah	2.12	2.10	66.20	ditto.	
	Brahmanbarah	1.52	Not received	68.03	23rd July 1871.	
	Akyab	13.80	11.60	134.40	30th July 1871.	
	Buxa	11.11	4.73	113.29	ditto.	
	Gowalparah	5.19	Not received	61.12	23rd July 1871.	
	Dhoober	2.30	ditto	41.61	ditto	Not recorded 27th Feb. to 6th March.
	Tura (Garo Hills)	2.06	ditto	64.37	ditto.	
ARUN.	Darjeeling { Telegraph Office	Not received	ditto	23.56	16th June 1871.	
	Darjeeling { Hospital	10.91	1.72	65.13	30th July 1871	
	Rungbee	Not received	Not received	56.50	30th June 1871.	
	Palacottah	1.39	ditto	41.99	23rd July 1871	
	Julpigoorce	4.64	0.93	58.14	30th July 1871.	
	Boda	5.22	Not received	40.66	23rd July 1871.	
	Tezpore	1.27	ditto	49.31	ditto.	
	Nowgong	4.70	ditto	47.43	ditto.	
	Mungledye	2.28	ditto	40.71	ditto	From 30th Jan.
	Burpettah	9.72	ditto	52.97	ditto.	
ARUN.	Gowhatry	1.22	ditto	37.77	ditto.	
	Seebanigor	4.53	ditto	63.41	ditto.	
	Jorehaut	6.10	ditto	55.05	ditto	From 27th Feb.
	Golaghat	4.45	ditto	63.00	ditto.	
	Nazurah	5.98	ditto	60.55	ditto.	
	Debrooghur	2.25	ditto	66.62	ditto.	
	Suddya	Not received	ditto	53.15	16th July 1871.	
	Shillong	0.57	ditto	40.91	23rd July 1871.	
	Cherrapoonjee	14.43	ditto	193.96	ditto.	From 18th Feb.
	Jowai	2.82	ditto	73.37	ditto.	
ARUN.	Samoogoodting	Not received	ditto	27.00	16th July 1871.	

CALCUTTA,
The 5th August 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Meteorological Telegraphic Report for the period 30th July to 5th August 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER		Humidity Sat = 100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	July 30th	10	29.431	29.449	83.5	81.4	91	E by S	...	0.12	K	
	16	10	29.358	29.376	84.0	80.5	85	S E	...	...	K	
	31st	10	29.555	29.573	81.5	78.7	80	S S W	...	0.83	.....	o
	Augt. 1st	10	29.500	29.524	82.4	79.6	89	S by E	...	0.44	.....	o, d
	16	10	29.054	29.072	79.1	78.3	97	S E	...	2.00	.....	o
	2nd	10	29.600	29.614	79.5	78.1	95	S by E	...	0.23	.....	o
	16	10	29.603	29.711	80.2	78.5	94	S by W	...	0.04	S	
	3rd	10	29.591	29.609	83.0	80.0	87	S S E	...	...	N, K	
	16	10	29.653	29.671	85.7	80.8	79	E S E	...	...	K	
	4th	10	29.553	29.571	82.9	82.8	78	E by S	...	...	K	
SAGOR ISLAND.	16	10	29.601	29.619	85.5	81.5	79	W	...	...	K	
	16	10	29.506	29.524	88.5	83.5	80	W by S	...	...	S	
	16	10	29.541	29.559	84.7	82.5	81	W by N	...	...	S	
	16	10	29.480	29.498	87.5	83.0	85	...	...	...	S	
	July 30th	10	29.432	29.438	80	80	100	N N E	4.5*	1.20	N	d, o, u
	16	10	29.386	29.392	83	81	91	S S W	11.1*	0.20	N	o, u, v
	31st	10	29.508	29.574	81	79	79	S	17.8*	...	N	o
	Augt. 1st	10	29.520	29.533	83	80	87	S S E	12.7*	...	N	d, o
	16	10	29.604	29.600	84	80	83	S S W	8.0*	...	N	o, w
	2nd	10	29.705	29.711	81	80	83	S	4.3*	...	N	o, u
CHITTAGONG.	16	10	29.600	29.612	85	80	93	E S E	16.0*	0.40	N	o, r
	3rd	10	29.665	29.671	88	84	83	S S E	1	0.10	N	b, u
	16	10	29.598	29.604	86	83	87	W N W	1	0.10	N	b, v
	4th	10	29.622	29.628	88	84	83	S S W	1	0.10	N	d, o, tr, t, u
	16	10	29.540	29.546	86	83	87	S W	12.0*	...	N	b, w
	16	10	29.600	29.606	87	83	87	S W	12.7*	...	N	b, u
	16	10	29.498	29.504	87	83	79	W N W	13.1*	...	...	o, u
	16	10	29.498	29.504	87	83	83	...	81*	...	...	b
	July 30th	10	29.195	29.005	78	78	100	E	5.2*	1.00	N, K	o, g
	16	10	29.115	29.555	78	78	100	E N E	6.1*	1.00	N	d, u, q
MADRAS.	31st	10	29.015	29.796	79	77	90	E N E	7.3*	1.20	K, S	p, u
	Augt. 1st	10	29.549	29.600	80	77	86	E S E	5.2*	...	K, S	i, u
	16	10	29.666	29.770	85	81	83	S S E	7.3*	...	K, K, S	b
	2nd	10	29.507	29.707	82	79	87	S S E	16.0*	...	K	b
	16	10	29.653	29.783	85	79	75	E S E	3.9*	...	C	b
	3rd	10	29.514	29.654	83	80	87	S S W	0.5*	...	K, CK	b
	16	10	29.514	29.624	83	80	87	E S E	6.9*	0.30	K	b
	4th	10	29.514	29.654	84	80	83	W S W	12.0*	...	K, K, S	b
	16	10	29.113	29.551	85	81	83	N N E	4.0*	...	K, C	b
	16	10	29.512	29.621	87	81	79	W S W	9.1*	...	K, C	b
CUTTACK.	16	10	29.420	29.535	85	82	87	S E	3.7*	...	K, C	b
	16	10	29.420	29.535	85	82	87	W S W	5.9*	...	K, K, S	b
	July 30th	10	29.757	29.797	84	75	64	S W	9*	...	...	bc
	16	10	29.040	29.670	82	75	42	S W	7*	...	...	bc
	30th	10	29.782	29.812	80	75	40	S W	10*	...	...	bc
	16	10	29.653	29.683	81	75	38	W S W	11*	...	...	bc
	31st	10	29.846	29.840	87	73	48	W S W	19*	...	...	bc
	Augt. 1st	10	29.603	29.603	85	75	36	S W	7*	...	...	bc
	16	10	29.812	29.812	90	75	47	S W by W	11*	0.02	...	b
	2nd	10	29.697	29.727	86	77	64	E	10*	...	...	bc
CUTTACK.	16	10	29.819	29.819	84	78	62	S by W	8*	...	...	bc
	3rd	10	29.815	29.790	85	77	41	S S W	9*	...	...	bc
	16	10	29.815	29.815	90	77	64	S W	9*	...	...	bc
	4th	10	29.708	29.738	87	78	65	E by S	12*	...	...	bc
	16	10	29.839	29.860	90	74	41	W S W	1.1*	...	...	b, m
	16	10	29.707	29.737	92	75	42	W by S	3*	...	...	bc
	July 30th	10	29.173	29.355	84	81	79	W	0.9*	2.80	K, S, N, C	r
	16	10	29.384	29.415	84	81	87	S S E	0.2*	...	N, C	d
	30th	10	29.168	29.551	81	75	60	W S W	0.9*	0.20	N	d
	16	10	29.354	29.195	88	79	81	W S W	0.4*	...	N	d
CUTTACK.	31st	10	29.528	29.611	82	73	74	S W	0.3*	...	C, K, S, N	o
	Augt. 1st	10	29.178	29.501	80	76	82	W S W	0.6*	...	N	cloudy
	16	10	29.605	29.657	84	78	75	W	0.2*	...	K, N	cloudy
	2nd	10	29.553	29.615	83	79	83	N W	0.3*	...	N, C	cloudy
	16	10	29.632	29.714	85	80	79	W N W	0.1*	...	N, C	cloudy
	3rd	10	29.575	29.667	83	80	87	N W	...	...	N	cloudy
	16	10	29.629	29.711	86	81	79	S W	...	...	CK, K, S	cloudy
	4th	10	29.578	29.661	80	78	91	S S W	0.4*	...	N	cloudy
	16	10	29.608	29.690	83	80	87	W S W	0.3*	0.50	N	d
	16	10	29.510	29.593	86	80	75	...	0.4*	...	N	cloudy
CUTTACK.	5th	10	29.563	29.645	85	79	75	W	0.2*	...	K, S, N	cloudy
	16	10	29.500	29.592	80	81	79	...	0.2*	...	N	cloudy
	July 30th	10	29.035	29.050	85	79	83	S	3	1.20	K, K, S	o
	16	10	29.581	29.606	81	79	81	S	2	0.30	K, S	o
	31st	10	29.710	29.725	81	78	86	S S E	1	0.90	K, S	o
	Augt. 1st	10	29.856	29.671	79	77	90	S S W	1	1.40	K, S	o
	16	10	29.748	29.783	82	78	83	S	1	0.10	C, K	o
	2nd	10	29.600	29.705	81	78	86	W	1	0.30	K, K, S	o
	16	10	29.743	29.758	80	78	91	S E	1	0.10	K, K, S	o
	3rd	10	29.655	29.670	83	79	88	S S W	1	0.10	C, K, K, S	o
CUTTACK.	16	10	29.710	29.725	81	78	88	S	2	0.30	K, S, N	o
	4th	10	29.631	29.656	81	78	86	W S W	1	0.10	K, S, N	o
	16	10	29.531	29.546	81	79	91	S W	1	0.10	K, S	o
	5th	10	29.595	29.610	83	80	87	...	2	0.20	K, K, S	o
	16	10	29.518	29.581	85	80	87	...	2	...	C, K, K, S	o

* Velocity of wind in miles per hour.

HENRY F. BLANFORD,

Meteorological Reporter to the Government of Bengal.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta.

DURING THE HALF MONTH 1st TO 15th JUNE 1871.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea-level.

STATIONS.	Height above sea-level.	BAROMETER.				THERMOMETER.										HUMIDITY.				No. of days.		
		MEAN OF				SOLAR RADIATION.				MEAN OF MAX.		MEAN OF MIN.		MEAN OF		WIND.		Mean.				
		4 hours.	10 hours.	16 hours.	24 hours.	Range.	Max.	Min.	Mean.	Max.	Min.	Mean.	Range.	Max.	Min.	Mean.	Range.		Max.		Min.	Mean.
		Max.	Min.	Mean.	Range.	Max.	Min.	Mean.	Range.	Max.	Min.	Mean.	Range.	Max.	Min.	Mean.	Range.	Max.	Min.	Mean.	Range.	
Fort Blair	110	Not received.	29.725-29.694	29.705	121	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	
Madras	27	29.664	29.644-29.612	29.638	52	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	
Vijayapattinam	31	29.664	29.644-29.612	29.638	52	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	
Alyp	15	29.665	29.640-29.610	29.637	55	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	
Palka Fort	167	29.660	29.634-29.641	29.638	264	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	
Cuddalore	80	29.663	29.640-29.610	29.637	53	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	
Fort St. John	181	29.658	29.635-29.645	29.640	106	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	
Chingleput	108	29.654	29.632-29.648	29.645	108	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	
Chennai	27	29.658	29.635-29.645	29.640	106	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	
Decatur	85	29.658	29.635-29.645	29.640	106	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	
Cuddalore	73	29.658	29.635-29.645	29.640	106	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	
Madras	204	29.658	29.635-29.645	29.640	106	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	
Madras	80	29.658	29.635-29.645	29.640	106	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	
Madras	407	29.658	29.635-29.645	29.640	106	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	
Madras	178	29.658	29.635-29.645	29.640	106	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	
Madras	1604	29.658	29.635-29.645	29.640	106	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	
Madras	4065	29.658	29.635-29.645	29.640	106	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	
Madras	888	29.658	29.635-29.645	29.640	106	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	
Madras	4793	29.658	29.635-29.645	29.640	106	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	
Madras	20774	29.658	29.635-29.645	29.640	106	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	
Madras	577	29.658	29.635-29.645	29.640	106	13.6	13.0	13.3	0.6	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	13.6	12.9	13.0	0.7	

HENRY F. BLANCK, Meteorological Reporter to the Govt. of Bengal.

Calcutta, The 1st August 1871.

Mean Pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressure reduced to sea-level.	Mean temperature reduced to sea-level.	Wind.	
			Proportional prevalence Max.=100.	Mean direction.
Port Blair	29.601	87.4	43	S 3° W
Madras	29.608	88.7	80	S 48° W
Vizagapatam	29.670	87.4	70	S
Akyab	29.618	86.8	60	S 67° W
Palao Point	29.656	85.8	64	S 85° W
Cuttack	29.661	85.6	77	S 23° W
Satur Island	29.610	81.8	54	S 80° E
Chittagong	29.661	84.7	82	S 1° E
Calcutta	29.667	81.7	61	S 40° E
Jessore	29.674	82.2	80	S 31° E
Dacca	29.684	82.6	21	S 41° E
Cachar	29.690	87.0	31	S 46° E
Ramanreebaugh	29.560	81.8	37	S 64° E
Berhampore	29.560	81.8	37	S 64° E
Gya	29.560	81.8	37	S 64° E
Patna	29.560	81.8	37	S 64° E
Monghyr	29.560	81.8	37	S 64° E
Darjeeling	29.560	81.8	37	S 64° E
Gowalparah	29.560	81.8	37	S 64° E
Shillong	29.560	81.8	37	S 64° E
Bennur	29.560	81.8	37	S 64° E
Koorkee	29.560	81.8	37	S 64° E

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17, on the preceding page, by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

CALCUTTA,
The 6th August 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISION.	Stations.	Rainfall from 24th to 30th July 1871.	Rainfall from 31st July to 6th August 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	4.40	0.80	39.28	6th Aug. 1871.	
	{ Jail ...	3.48	0.99	34.71	ditto.	
	False Point ...	2.60	Not received	34.90	30th July 1871.	
	Jajipore ...	10.84	ditto	51.66	ditto.	
	Kendraparah ...	0.10	ditto	27.70	ditto.	
	Jugutsingapore ...	2.10	ditto	30.33	ditto.	
	Sainbulpore ...	3.66	ditto	25.77	ditto.	
	Balasore ...	3.50	2.43	26.49	6th Aug. 1871.	
	Bhuddruck ...	3.12	2.19	26.63	ditto.	
	Pooree ...	2.61	1.09	36.48	ditto.	
CHOTA NAGPORE.	Khoordah ...	Not received	Not received	34.19	23rd July 1871.	
	Hazareebaugh ...	1.86	3.01	24.14	6th Aug. 1871.	
	Burhee ...	3.88	1.86	26.92	ditto.	
	Pachamba ...	3.00	4.32	33.66	ditto.	
	Ranchee ...	3.12	3.49	35.77	ditto.	
	Palamow ...	3.70	0.63	30.03	ditto.	
	Purahi ...	4.87	2.01	36.02	ditto.	
	Gobindpore ...	3.51	2.93	25.51	ditto.	From 12th June.
	Chyebusa ...	3.11	1.60	30.07	ditto.	
PATNA.	Parna ...	0.10	1.47	32.32	ditto.	
	Behar ...	2.20	2.59	35.33	ditto.	
	Barh ...	1.83	0.83	23.09	ditto.	
	Dinapore ...	0.15	1.30	27.79	ditto.	
	Gya ...	1.02	1.25	27.38	ditto.	
	Sherghotty ...	1.65	1.44	22.77	ditto.	
	Nowadah ...	1.60	1.60	25.34	ditto.	
	Arungabad ...	2.00	2.57	18.16	ditto.	
	Chumparau ...	Not received	Not received	21.77	10th July 1871	
	Bettiah ...	2.43	0.30	25.31	6th Aug. 1871.	From 5th June.
	Chuprah ...	0.52	0.13	31.80	ditto	
	Sewan ...	0.16	Not received	27.87	30th July 1871.	
	Mozufferpore ...	1.80	Nil	33.68	6th Aug. 1871.	
	Durbhangah ...	0.12	2.39	41.71	ditto	Not received 15th to 21st May.
	Sectamarree ...	1.80	0.60	29.46	ditto.	
	Tajpore ...	1.70	0.85	27.50	ditto	Not recorded 6th to 19th March.
	Mudhubani ...	1.76	0.29	26.52	ditto	From 1st April.
	Hajipore ...	0.78	1.11	18.75	ditto	From 22nd May.
	Arrah ...	0.33	1.09	26.48	ditto.	
	Buxar ...	1.30	1.00	37.65	ditto.	
	Sasaram ...	2.54	1.60	23.06	ditto.	
	Bhubhooh ...	0.63	1.18	33.67	ditto.	
	Benares ...	3.30	Not received	25.63	30th July 1871.	
BHAUGUNPORE.	Bhaugulpore ...	4.63	2.41	25.11	6th Aug. 1871.	
	Mudheypoorah ...	1.05	Not received	27.05	30th July 1871	Not received 10th to 16th July.
	Banks ...	0.68	ditto	27.14	ditto	
	Monghyr ...	4.26	0.61	32.14	6th Aug. 1871.	
	Jamouie ...	3.02	0.74	31.12	ditto.	
	Begooasari ...	4.79	0.13	28.82	ditto.	
	Deoghur ...	2.73	3.78	36.85	ditto.	
	Jamtara ...	4.00	3.30	40.36	ditto	From 13th Feb.
	Rajmehal ...	1.00	0.50	38.30	ditto	From 12th Feb.
	Pakour ...	2.30	1.90	25.20	ditto	From 21st May.
	Purneah ...	2.52	3.37	40.57	ditto.	
	Kishengunge ...	1.61	3.02	32.51	ditto.	From 12th June.
	Arraria ...	2.36	0.30	27.68	ditto.	From 26th June.
RAJSHAHY.	Rampore Beaulah... ..	0.18	7.09	47.85	ditto.	
	Nattore ...	0.39	4.00	52.30	ditto.	
	Bograh ...	0.12	0.28	59.98	ditto.	
	Dinapore ...	0.12	3.35	46.17	ditto.	
	Maldah ...	1.01	2.50	31.94	ditto.	
	Berhampore ...	1.73	4.21	41.41	ditto.	
	Jungipore ...	0.54	4.13	38.43	ditto.	
	Lalbagh ...	0.93	2.84	32.72	ditto	From 16th Jan.
	Jamookandi ...	Not received	Not received	25.03	23rd July 1871	From 17th April.
	Pubna ...	5.19	7.81	60.78	6th Aug. 1871.	
	Coomercolly ...	Not received	Not received	5.02	23rd April 1871	Not recorded from 1st May.
	Serajunge ...	1.09	0.92	52.62	6th Aug. 1871.	
	Rangpore ...	1.10	0.00	61.70	ditto.	
	Bhowanigunge ...	0.85	0.92	45.30	ditto	From 22nd Jan.
	Titalya ...	1.39	1.80	43.83	ditto.	
BURDWAY.	Burdwan ...	2.29	2.78	35.73	ditto.	
	Ontwa ...	1.99	4.75	37.57	ditto.	
	Onna ...	3.80	2.67	43.81	ditto.	
	Bood-Bood ...	1.77	2.74	37.58	ditto.	
	Bancoorah ...	2.44	2.98	40.02	ditto.	
	Rauegunge ...	2.98	1.95	32.20	ditto.	
	Sooree ...	3.39	3.46	31.77	ditto.	
	Hooghly ...	5.00	4.00	49.27	ditto.	
	Serampore ...	4.37	4.18	31.20	ditto	From 20th Mar., and not received 17th to 23rd July.
	Jehanabad ...	Not received	Not received	30.37	23rd July 1871	From 21st April, and not received 10th to 16th July.
	Howrah ...	3.59	5.22	67.23	6th Aug. 1871.	
	Midnapore ...	2.74	4.16	45.18	ditto.	
	Contai { Dy. Collr.'s Office ...	3.65	2.18	43.71	ditto.	
	{ Engr.'s Office ...	4.15	2.35	51.72	ditto.	
	Gurbetta ...	3.59	0.85	39.85	ditto	From 6th Feb.
	Tumlook ...	Not received	Not received	46.18	16th July 1871.	

DIVISION.	Stations.	Rainfall from 21st July to 30th July 1871.	Rainfall from 31st July to 6th August 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnaghur ...	4.52	Not received	37.84	30th July 1871	
	Bongong ...	3.24	ditto	45.42	ditto.	
	Ranaghat ...	2.24	ditto	37.21	ditto.	
	Meherpore ...	4.24	ditto	33.15	ditto.	
	Choudangah ...	4.10	ditto	50.95	ditto.	
	Kooshteah ...	2.29	1.58	51.11	6th Aug. 1871.	
	Jessore ...	4.13	0.78	55.00	ditto.	
	Khoolnah ...	4.32	1.90	48.51	ditto.	From 16th Feb.
	Jendah ...	6.61	1.65	60.10	ditto.	From 6th March.
	Nurail ...	3.78	1.07	11.59	ditto.	From 3rd April.
	Magoorah ...	1.41	0.04	29.67	ditto.	ditto.
	Bagnahant ...	3.67	3.73	51.42	ditto.	
	Saugor Island ...	5.20	1.60	57.90	ditto.	
	Calcutta ...	1.05	3.79	68.23	ditto.	
	Alipore { Jail ...	6.99	3.09	71.15	ditto.	
	Alipore { Hospital ..	7.05	2.79	70.04	ditto.	
	Barrackpore ...	5.16	3.37	65.24	ditto.	
	Dum-Dum ...	2.77	2.02	18.15	ditto.	
	Barasat ...	3.79	5.20	17.91	ditto.	
	Satkharia ...	1.71	2.80	57.51	ditto.	
	Busseehant ...	2.51	2.98	53.66	ditto.	
	Diamond Harbour ...	3.09	2.27	61.93	ditto.	
	Barripore ...	4.18	2.21	61.68	ditto.	
DACCA.	Dacca { Telegraph Office ...	2.31	0.19	65.75	ditto.	
	Dacca { Jail ...	1.70	1.80	62.50	ditto.	
	Burrisaul ...	4.04	1.55	62.02	ditto.	
	Dowlat Khan ...	3.11	3.14	63.19	ditto.	
	Perazepore ...	2.21	2.18	55.10	ditto.	
	Madaripore ...	3.63	2.02	10.09	ditto.	Not received 10th to 16th July.
	Furreechpore ...	1.01	1.19	63.37	ditto.	
	Goalundo ...	2.17	Not received	39.01	30th July 1871.	From 5th June.
	Mymensing ...	6.57	2.26	72.11	6th Aug 1871	
	Jamulpore ...	4.24	0.95	17.52	ditto.	Not received 10th to 25th June.
	Atteah ...	1.16	0.25	75.37	ditto.	
	Kishoregungo ...	1.61	1.97	73.12	ditto.	
CHITTAGONG.	Sylhet ...	7.99	1.08	83.98	ditto.	
	Cachar ...	2.31	1.8	50.39	ditto.	
	Hylakandy ...	3.14	Not received	57.61	30th July 1871	Not received 10th to 23rd July.
	Koyah ...	2.73	ditto	56.76	ditto.	Not received 12th to 18th June and 3rd to 9th and 17th to 23rd July.
	Chittagong { Telegraph Office ...	3.50	2.50	68.18	6th Aug 1871	
	Chittagong { Jail ...	4.13	0.77	73.73	ditto.	
	Cox's Bazar ...	7.95	Not received	111.90	30th July 1871.	
	Rangamata Hall ...	1.29	ditto	63.38	ditto.	
	Nonkhay ...	5.14	1.88	79.80	6th Aug 1871	
	Tipperah ...	2.10	3.65	69.85	ditto.	
COCH BEHAR.	Brahmanbariah ...	2.07	Not received	70.10	3rd July 1871	
	Akhab ...	11.80	2.70	137.10	6th July 1871.	
	Buxa ...	1.73	1.1	118.13	ditto.	
	Gawalpurah ...	0.50	1.05	63.57	ditto.	Not recorded 27th Feb. to 5th March.
	Dhoolbree ...	Nil	1.29	12.41	ditto.	
	Tura (Garo Hills) ...	2.86	Not received	67.83	19th July 1871	
	Darjeeling { Telegraph Office ...	Not received	ditto	71.90	30th June 1871	
	Darjeeling { Hospital ..	1.72	0.99	62.53	6th Aug 1871	
ASSAM.	Rungbee ...	Not received	Not received	62.29	25th June 1871	
	Palacottah ...	1.09	0.94	17.97	6th Aug 1871	
	Julpigooree ...	0.94	0.24	58.37	ditto.	
	Boda ...	0.59	Not received	41.95	6th Aug 1871	
	Tezpora ...	2.19	1.76	76.73	6th Aug 1871	
	Nowzong ...	5.84	Not received	53.7	19th July 1871	
	Mungledye ...	2.13	ditto	12.87	ditto.	From 30th Jan.
	Burpettah ...	0.50	ditto	51.7	ditto.	
	Gowhatti ...	Nil	1.29	19.01	6th Aug 1871	
	Secharagor ...	2.03	Not received	69.01	9th July 1871	
	Jorehaut ...	2.01	ditto	57.94	ditto.	From 27th Feb.
	Golaghat ...	7.07	ditto	70.07	ditto.	
	Nazeerch ...	1.93	ditto	62.18	ditto.	
	Dehoochur ...	2.24	ditto	68.86	ditto.	
	Suddya ...	Not received	ditto	57.79	21 July 1871	
	Shillong ...	3.98	ditto	11.59	20 July 1871	
	Cherapoonjee ...	8.99	1.59	206.51	6th Aug 1871	From 18th Feb.
	Jowai ...	2.18	Not received	75.85	14th July 1871	
	Samnagoodting ...	Not received	ditto	29.16	2nd July 1871	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 12th August 1871.

Meteorological Telegraphic Report for the period 6th to 12th August 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat = 100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Augt.	10	29.565	29.583	86.7	82.5	81	E N E	K	Scuds from
	16	29.482	29.480	88.7	84.2	80	N by E	...	0.79	K, C	E by N	
	7th	10	29.496	29.514	85.0	81.8	87	E N E	...	0.33	C	
	16	29.371	29.389	87.3	84.0	85	N E	...	0.04	K, N	Scuds from	
	8th	10	29.124	29.112	82.6	81.5	95	E by S	...	0.13		E N E
	16	29.159	29.377	81.0	80.0	95	S E	...	0.09	.....	o, d, scuds
	9th	10	29.177	29.195	81.8	82.8	91	S E	...	0.08	K, C	from S E
	16	29.196	29.124	82.5	81.0	93	S E	...	0.56	.....	o
	10th	10	29.196	29.514	81.6	81.8	87	S E	K	
	16	29.431	29.119	80.4	81.0	85	S E	...	...	K	
	11th	10	29.516	29.531	85.3	81.5	83	E	...	0.03	K	
	16	29.111	29.159	82.5	80.5	91	S	...	0.53	K	t	
SAUGOR ISLAND.	12th	10	29.506	29.521	85.2	83.0	91	E by N	K	
	16	29.392	29.412	84.2	82.2	91	E by N	...	0.49	C, K		
	6th	10	29.570	29.576	84	82	91	W N W	9.1*	0.20	N	b, p
	16	29.166	29.172	87	82	79	N W	13.3*	0.70	N	b, p, v	
	7th	10	29.166	29.173	87	82	79	N	18.4*	0.60	N	b, p, v
	16	29.118	29.154	81	81	87	W N W	10.8*	0.80	N	o, p, v	
	8th	10	29.129	29.135	85	83	91	W N W	21.6*	4.20	N	o, u, v
	16	29.377	29.383	83	81	91	S	21.0*	0.20	N	o, v	
	9th	10	29.489	29.195	86	82	83	S S W	12.3*	0.10	N	b, v
	16	29.110	29.116	81	82	91	S S E	11.2*	...	N	o, u	
	10th	10	29.194	29.500	80	83	83	E S E	7.6*	0.60	N	b, v
	16	29.169	29.115	85	82	87	S E	13.8*	...	N	b	
CHITTAGONG.	11th	10	29.196	29.502	87	83	83	N E	10.1*	0.10	N	b, u, v
	16	29.114	29.150	83	82	95	E	8.2*	0.40	N	b, v, w	
	12th	10	29.500	29.575	83	81	91	N N W	5.1*	1.10	N	o, v, u
	16	29.402	29.398	86	82	87	N W	7.2*	1.20	N	b, p, u	
	6th	10	29.518	29.627	87	81	76	N E	4.9*	1.20	CK, C	b
	16	29.139	29.517	86	80	75	S E	11.1*	...	K, KS	b	
	7th	10	29.514	29.654	83	80	87	E S E	6.6*	...	KS	b
	16	29.114	29.554	83	80	87	S E	11.1*	0.10	K, KS	p, u	
	8th	10	29.511	29.654	85	81	83	S E	7.0*	...	CS	b
	16	29.137	29.516	82	80	91	S E	10.8*	0.10	KS	v	
	9th	10	29.531	29.644	85	80	79	S E	6.2*	...	K	b
	16	29.119	29.518	85	82	87	S S W	11.3*	...	C	b	
MADRAS.	10th	10	29.502	29.611	87	81	76	E S E	7.4*	0.10	CS	b, v
	16	29.412	29.521	83	80	87	S W	12.0*	...	N	d, u	
	11th	10	29.199	29.607	87	81	83	E	4.5*	0.30	C, CS	b, v
	16	29.147	29.556	82	80	91	S E	8.1*	0.10	KS	p, t	
	12th	10	29.511	29.651	81	80	83	S E	6.3*	0.10	KS, K	u
	16	29.451	29.563	84	81	87	S E	12.7*	0.10	KS	p, g	
	6th	10	29.793	29.893	92	75	42	W S W	13*	bo
	16	29.699	29.839	97	77	37	W S W	9*	...	.....	bc
	7th	10	29.734	29.751	88	75	53	S W	15*	0.16	bo
	16	29.670	29.709	91	75	44	S by E	7*	...	.....	bc
	8th	10	29.759	29.749	90	75	47	S W by W	15*	bc
	16	29.683	29.713	86	77	64	S S E	7*	...	.....	o
CUTTACK.	9th	10	29.792	29.822	88	75	52	S W	13*	0.02	bo
	16	29.682	29.712	93	71	37	W	7*	...	.....	o
	10th	10	29.780	29.819	91	76	47	S W by W	11*	o
	16	29.681	29.711	88	74	62	E by N	10*	...	.....	bc
	11th	10	29.794	29.824	91	76	47	S W	11*	bc
	16	29.699	29.749	97	77	37	S W	12*	...	.....	bo
	12th	10	29.761	29.791	87	76	58	S W	11*	0.34	bo
	16	29.611	29.671	95	78	44	S W	10*	...	.....	bo
	6th	10	29.578	29.691	81	79	91	N N W	0.2*	0.30	N	o, d
	16	29.188	29.571	80	77	86	N W	0.3*	...	N	d, o	
	7th	10	29.514	29.616	79	77	90	W S W	0.6*	0.30	N	o, v
	16	29.130	29.513	79	77	90	S W	0.4*	...	N	d	
ARTAB.	8th	10	29.515	29.598	77	77	100	S W	0.3*	1.50	N	r
	16	29.415	29.497	83	79	83	W S W	0.7*	...	N	o	
	9th	10	29.165	29.547	83	79	83	W S W	0.3*	0.20	KS, N	o
	16	29.380	29.462	86	79	71	W N W	0.6*	...	N, C		
	10th	10	29.458	29.510	83	79	83	W	0.1*	...	KS, N	
	16	29.377	29.459	87	81	76	W	0.6*	...	KS, N	cloudy	
	11th	10	29.505	29.587	84	79	83	W N W	0.3*	...	N	o, d
	16	29.438	29.515	84	80	83	W	0.1*	...	N, C		
	12th	10	29.540	29.623	81	78	86	W	0.3*	1.60	N	v, d
	16	29.410	29.523	80	78	91	W S W	0.4*	...	N	d	
	6th	10	29.640	29.655	81	78	86	S W	2	0.20	KS, N	d
	16	29.556	29.571	83	79	84	S S W	2	...	K, KS	b	
7th	10	29.653	29.668	80	78	91	S	1	0.60	KS	d	
16	29.579	29.594	82	80	91	S S W	1	0.60	K, KS	o		
8th	10	29.638	29.693	82	79	87	S S W	1	0.20	K, OK, KS	o	
16	29.589	29.694	82	78	82	S S W	1	...	C, K, KS	g		
9th	10	29.633	29.618	80	78	91	S S E	1	0.70	KS, N	r	
16	29.531	29.516	81	78	86	S	1	0.10	C, CK, K, KS	b		
10th	10	29.586	29.601	83	79	83	S S E	1	...	C, S, K, CK	b	
16	29.476	29.491	83	79	83	S S W	1	...	C, S, K	g		
11th	10	29.539	29.594	82	79	87	S	1	0.60	KS	b	
16	29.519	29.534	81	79	91	W S W	1	0.50	KS, N	r		
12th	10	29.673	29.688	84	80	81	S S W	2	1.20	K, CK, KS	b	
16	29.586	29.601	83	79	83	S S W	1	0.10	C, K, CK	b		

* Velocity of wind in miles per hour.

CALCUTTA.
The 12th August 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,

DURING THE HALF MONTH 16TH TO 30TH JUNE 1871.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea-level.

STATIONS.	BAROMETER.										THERMOMETER.										HUMIDITY.				RAINFALL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
	Height above sea-level.	MEAN OF					SOLAR RADIATION.					MEAN OF					HIGHEST					MEAN OF				In inches.	No. of days.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
		Mean.	4 hours.	10 hours.	16 hours.	24 hours.	Range.	Mean.	Day.	Night.	Min.	Max.	Mean of min.	4 hours.	10 hours.	16 hours.	24 hours.	Day.	Night.	Mean.	Absol. range.	Day.	Night.	Mean.	1 hour.			10 hours.	16 hours.	24 hours.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Port Blair	110	29.83	29.73	29.76	29.76	29.76	0.89	115.5	13.05	25h	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50

CALCUTTA—JUNE 1871.

Mean Barometric pressure of 16 years	29.543	Mean temperature of 16 years	81.9	Mean pressure of 16 years	81.9	Mean pressure of 16 years	81.9
Baro. at 1871	29.522	Temp. at 1871	82.4	Baro. at 1871	82.4	Baro. at 1871	82.4
Baro. in 1871	29.521	Temp. in 1871	82.1	Baro. in 1871	82.1	Baro. in 1871	82.1

CALCUTTA,

The 14th August 1871.

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

Mean Pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressure reduced to sea-level.	Mean temperature reduced to sea-level.	Wind.	
			Proportional prevalence Max. 100.	Mean direction.
Port Blair	...	...	...	...
Madras	29.713	84.6	65	S 10° W
Vizagapatam	29.515	86.1	78	S 72° W
Akyab	29.665	80.3	68	S 12° W
False Point	29.570	81.8	68	S 70° W
Cuttack	29.554	83.5	75	S 49° W
Sauzor Island	29.510	81.7	70	S 17° W
Chittagong	29.606	80.6	75	S 52° E
Calcutta	29.519	82.0	68	S 6° W
Jessore	29.506	82.1	71	S 30° E
Dacca	29.517	82.7	79	S 23° E
Cachar	29.584	83.2	24	S 32° W
Hazarcebaugh	29.175	84.1	44	S 13° E
Berhampore	29.504	84.0	27	S 68° E
Gya	...	85.8	56	S 75° E
Patna	29.468	85.1	52	N 83° E
Monghyr	29.477	84.6	50	S 75° E
Darjeeling	29.550	84.1	56	S 16° E
Gawalparah	29.524	81.9	29	S 68° E
Shillong	29.525	81.4	45	S 35° W
Benares	29.490	85.6	27	S 31° E
Roorkee	29.481	86.5	87	S 16° E

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17, on the preceding page, by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

CALCUTTA,
The 11th August 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 8th to 14th August 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max solar radiation.					Prevailing direction.	Max pressure.	Daily velocity.			
August...		Inches.	°	°	°	°	°	°			In.	Miles.	In.		
	8th	29.407	86.0	80.5	...	82.1	80.7	79.7	0.83	E & S E	1.8	272.3	0.30	☾	Overcast. Lightning on N. W. at 8 p.m. Slight rain after intervals.
	9th	444	88.0	80.5	133.0	82.8	81.1	80.0	0.1	S E & S S E	...	240.3	0.56	...	Overcast and cumuli. Thunder at 12½ a.m. and 3 p.m. Lightning at 8 and 9 p.m. Rain at midnight, 1, 3, 8 a.m., 1 and 3 p.m.
	10th	465	89.6	80.5	149.2	83.8	81.1	79.2	0.86	S E & E S E	...	181.1	0.03	...	Overcast, cumuli, and cumulon. Thunder at 12½ a.m. Lightning at 7, 9, and 11 p.m. Light rain at 2 a.m. and 3 p.m.
	11th	482	91.3	80.5	144.6	83.4	81.1	79.5	0.88	S S E, E & S	...	181.4	0.53	...	Stratoni and cumuli. Thunder at 4 and 5 p.m. Lightning at midnight, 4 a.m., 8 and 9 p.m. Rain at 7 and 8 a.m. and 2 p.m.
	12th	404	87.0	81.0	129.7	83.2	81.2	79.8	0.90	E by S, E N E & E by N	...	145.3	0.60	...	Chiefly cumuli. Lightning at midnight, 1 a.m., 7 and 8 p.m. Rain at 6½, 9½, 11, 12½ a.m., 1½ and 5 p.m.
	13th	403	86.2	80.7	138.2	82.8	80.6	79.1	0.89	S by E, S S E & S	...	202.7	0.25	...	Overcast and clouds of different kinds. Slight rain at 4, 5½, 10, 11 a.m., 1, 4, and 5 p.m.
	14th	500	88.2	81.0	152.0	83.8	81.5	79.9	0.88	S by E & S	...	235.2	...	...	Chiefly stratus. Lightning on W. at 5 a.m. Drizzled at 8 p.m.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	10.8
The max. temperature during the past seven days	...	91.3
The max. temperature during the corresponding period of the past year	...	91.8
The mean humidity during the past seven days	...	0.89
The mean humidity during the corresponding period of the past year	...	0.85
		Inches.
The total fall of rain from 8th to 14th	... { by lower rain gauge	2.27
	... { by anemometer gauge	1.97
Ditto ditto average of seventeen previous years	...	3.20
Ditto between the 1st January and the 11th August	...	69.91
Ditto ditto ditto ditto, average of seventeen previous years...	...	44.00

GOPKENDRAH SEN,
In charge of the Observatory.

The 15th August 1871.

GOVERNMENT OF BENGAL.

PUBLIC WORKS DEPARTMENT.

Irrigation Branch.

Irrigation Operations of Lower Bengal up to 31st May 1871.

Circle.	Canal.	WATER SUPPLIED DURING				APPROXIMATE AREA IRRIGATED DURING			RAIS-FALL.			NAVIGATION RETURN.				CHIEF IRRIGATION.		REMARKS.			
		Full supply depth.	Estimated full discharge in cubic feet per second throughout the month.	Average depth throughout the month.	Average discharge in cubic feet per second throughout the month.	District.	Area actually receiving water during month in acres.	Of column 8 area receiving water for the first time during current year.	Total of columns 8 and 9 for all previous months of the current year.	Total area irrigated up to date during the current year.	Inches during the month.	Inches up to date during the year.	Average of ten previous years for the same period.	Nature of traffic.	Number of boats.	Tonnage.	Ton mileage.		Approximate value of goods.	Per column 8.	Per column 9 and 20.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Orissa	{ High Level Kendrapara Talchanda Midnapore	No information.	...	Cuttack	4.20	9.97	4.82	Local	182	No information.	36,317	{ The heavy rain-fall prevented any demand for artificial irrigation. Range No. III closed for repairs. Range No. I closed for repairs during the month. Navigation Canal.
		7 1,269	4.61	640.8	...	Ditto	...	...	...	...	4.20	9.97	4.82	Through	410	900 17,741 3,216 14,313	1,34,019	...	...	...
		8 1,300	7.25	125	...	Ditto	...	...	...	...	4.20	9.97	4.82	Local	20	886 1,008 1,970 19,846	145 1,421	...	...	...
		8 875	...	...	...	Midnapore	166	166	...	166	9.80	13.90	9.07	Government	11	172 10.26	299	Rice ploughing.	...	...
S. W. Circle	{ Panchcoora Tidal	6 240	...	...	...	Howrah	...	...	...	...	9.00	14.05	Not available.	Local	80	271 22.40	7,719	...	...	...
		...	...	...	...	...	...	...	...	...	...	...	...	Government	59	400 10,418 7,698 1,97,298	3,050 1,28,506	...	...	...
Orissa	{ IRRIGAT-ON. May 1870. High Level Kendrapara Talchanda	Cuttack	47	33	15	47	Cotton 15 Rice 32	...	Canal closed from 10th.
		...	...	...	...	Ditto	2,151	1,220	931	2,151	...	...	...	...	...	...	...	...	Rice 32 Cotton 1,850	...
		...	...	...	...	Ditto	...	...	...	...	...	...	...	...	...	...	...	...	Rice 224 Rice 141	...
		...	...	...	...	Midnapore	25	...	35	...	...	...	...	...	...	...	...	...	Rice 25	...
S. W. Circle	{ Midnapore Panchcoora	Midnapore	
		...	...	...	...	Howrah	...	...	...	...	...	...	...	...	...	...	...	...	...	...

T. M. KIRKWOOD, C.S.,
Canal Revenue Surveyor-in-charge, Bengal.

The 6th July 1871.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Taldundak Canal during the month of March 1871.

LENGTH OF CANAL OPEN, 7 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.					
Number of boats	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats	Nature of traffic.	Value of traffic.	Ton mileage.	Tollage.							
			Maunds	Tons						Maunds.	Tons.														
15	Paddy	450 0 0	4,626		...	11 9 1	36	Laterite stone	...	74,626	...	...	186 9 0	62	Local	8,990	372	1,960	25 15 6	The tonnage shown is that of the boats and not of the cargo.	25 15 6	91,911	43,660	236 5 4	
1	Salt	1,100 0 0	250		...	0 10 0	..	" "	...	...	...	...	...	62	Irrn. works	82,908	2,970	41,720	207 14 1		207 14 1		...	...
2	Sundree wood	430 0 0	254		...	0 10 2	16	Ghooching Lime	...	8,528	...	...	21 5 1	...	...	...	...	...	...		...		...	...	...
4	Straw	640 0 0	692		...	1 11 9	...	...	...	...	...	...	...	...	...	...	...	...	...		...		...	...	...
1	Fuel	210 0 0	117		...	0 4 8	...	...	...	...	...	...	...	...	...	...	...	...	...		...		...	...	...
2	Gumla	500 0 0	230		...	0 9 2	...	...	...	...	...	...	...	...	...	...	...	...	...		...		...	...	...
2	Lime	500 0 0	450		...	1 2 0	...	...	...	...	...	...	...	...	...	...	...	...	...		...		...	...	...
4	Table, &c.	500 0 0	308		...	0 12 3	...	...	...	...	...	...	...	...	...	...	...	...	...		...		...	...	...
31	Emp y	.....	7,464		...	8 10 5	.	.....	...	...	...	...	...	...	...	...	...	...	...		...		...	...	...
62		5,850 0 0	10,391		372	1,860	52		82,908	83,154		41,720	207 14 1	114		91,911	3,342	43,660	236 5 4		91,911		43,660	236 5 4	

N.B.—For other statements for March 1871, see supplement to the Calcutta Gazette of the 21st June 1871.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Kendraparah Canal during the month of May 1871.

DISTANCE FROM CUTTACK TO TERMINAL LOCK AT TIDE WATER, 42 MILES.

LOCAL TRAFFIC.										TRAFFIC BETWEEN CUTTACK AND SEA-BOARD.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.				
Number of boats.	Nature of cargo.	Tonnage.		Ton mileage.	Tolls.	Number of boats.	Nature of cargo.	Tonnage.		Ton mileage.	Tolls.	Number of boats.	Nature of cargo.	Tonnage.		Ton mileage.	Tolls.	Number of boats.	Nature of cargo.	Tonnage.		Ton mileage.	Tolls.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mileage.	Tolls.					
		Munds.	Tons.					Munds.	Tons.					Munds.	Tons.					Munds.	Tons.													
37	Paddy	4,127	8,254	...	...	67	Paddy	21,312	42,626	...	...	530	Paddy	530	1,060	...	...	161	Local	36,003	720	...	...	161	Local	36,003	720	14,592	164	7 0
15	Passenger	...	1,110	...	...	7	Passenger	6,612	6,521	...	...	73	Passenger	73	1,460	...	...	363	Through	1,34,019	3,218	...	...	363	Through	1,34,019	3,218	1,28,640	1,165	5 4
6	Rice	1,497	1,496	...	...	14	Rice	1,522	4,567	...	...	27	Rice	27	1,060	...	...	68	Through	1,34,019	3,218	...	...	68	Through	1,34,019	3,218	17,007	179	5 4
10	Grain	499	998	...	...	23	Grain	33,535	7,014	...	...	101	Grain	101	4,060	...	...	...	Through	1,34,019	3,218	...	...	...	Through	1,34,019	3,218	...	...	...	
27	Jaggery	28,470	5,804	...	...	8	Jaggery	9,352	6,717	...	...	69	Jaggery	69	1,060	...	...	...	Through	1,34,019	3,218	...	...	...	Through	1,34,019	3,218	...	...	...	
68	Empty	...	4,104	...	...	5	Empty	9,352	4,578	...	...	69	Empty	69	1,060	...	...	...	Through	1,34,019	3,218	...	...	...	Through	1,34,019	3,218	...	...	...	
...	.....	...	...	...	...	5	Hides	45,800	4,580	...	...	67	Hides	67	1,060	...	...	...	Through	1,34,019	3,218	...	...	...	Through	1,34,019	3,218	...	...	...	
...	.....	...	...	...	...	14	Salt	12,115	2,424	...	...	31	Salt	31	1,060	...	...	...	Through	1,34,019	3,218	...	...	...	Through	1,34,019	3,218	...	...	...	
...	.....	...	...	...	...	6	Jaggery	4,715	943	...	...	13	Jaggery	13	1,060	...	...	...	Through	1,34,019	3,218	...	...	...	Through	1,34,019	3,218	...	...	...	
...	.....	...	...	...	...	104	Empty	...	10,979	...	...	139	Empty	139	4,060	...	...	...	Through	1,34,019	3,218	...	...	...	Through	1,34,019	3,218	...	...	...	
...	.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Through	1,34,019	3,218	...	...	...	Through	1,34,019	3,218	...	...	...	
...	.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Through	1,34,019	3,218	...	...	...	Through	1,34,019	3,218	...	...	...	
161	.....	36,083	21,617	752	14,592	164	.....	1,34,019	80,057	3,218	1,28,640	1,165	.....	1,165	5	488	.....	1,335	13,467	481	17,067	179	5	4	.....	1,71,447	4,479	1,90,319	1,509	1 8

The tonnage shown is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Toll on the 1st Section of the High Level Canal during the month of May 1871.

LENGTH OF CANAL OPEN, 25 MILES.

LOCAL TRAFFIC.				THROUGH TRAFFIC TO AND FROM THE BRAMNEL DIVISION.				STOKES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.			
Number of boats.	Nature of cargo.	Tonnage.		Number of boats.	Nature of cargo.	Tonnage.		Number of boats.	Nature of cargo.	Tonnage.		Number of boats.	Nature of traffic.	Tonnage.	Tonnage.
		Approx. value of cargo.	Tons.			Approx. value of cargo.	Tons.			Approx. value of cargo.	Tons.				
2	Passenger.	Rs. 0	..	0	Empty	..	671	Rs. As. P.	10 5 1	3	6 1/4	..	22 2 0	35	Local
1	Full and in No. 1000	309 0 0	673	2	Office furniture	1 0 0	705	..	10 14 0	3	Charcoal	..	7 0 0	11	Through
20	Empty.	..	1 0 0	1	Office furniture	..	..	..	0 0 9	2	Sticks	1 00 0	11 10 0	12	Iron works
1	Full	15 0 0	3 1/2	..	..	..	..	..	..	1	Latent stone	6 1 0	1 5 0	..	..
6	..	15 12 0	6 1/2	..	..	..	..	..	..	1	Clasp	15 0 0	2 1 0	..	..
1	..	1 0 0	1 0 0	..	..	..	..	..	..	1	Full tank	..	..	..	..
4	..	15 0 0	8 1/2	..	..	..	..	..	..	1	Box of iron	2 0 0	0 7 3	..	..
85	..	615 12 0	137	1 0 0	10 5 1	1 0 0	10 5 1	..	21 10 7	12	..	2 083 1 1	15 5 8	..	..
														3720 0	345 1/4
															5765 1/89 2 3

N.B.—The toll on above is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Kendraparah Canal during the month of June 1871.

DISTANCE FROM CUTTACK TO TERMINAL LOCK AT TIDE WATER, 42 MILES.

LOCAL TRAFFIC.										TRAFFIC BETWEEN CUTTACK AND SEA-BOARD.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.									
Nature of cargo.		Approximate value of cargo.		Tonnage.		Ton mileage.		Tollage.		Number of boats.		Nature of cargo.		Approximate value of cargo.		Tonnage.		Ton mileage.		Tollage.		Number of boats.		Nature of traffic.		Value of traffic.		Tonnage.		Ton mileage.		Tollage.							
Rs.	P.	Rs.	P.	Mounds.	Tons.	Mounds.	Tons.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Mounds.	Tons.	Mounds.	Tons.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.								
8 Grain	795	795	1,611	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9 Passengers.	844	844	23,440	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
93 Paddy	4,075	8,151	1,452	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5 Rice	733	733	14,224	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11 Jaggery	13,327	2,684	2,680	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3 Gravel	153	732	749	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
66 Empty	...	6,412	2,106	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
.....	...	...	1,740	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
.....	...	...	1,715	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
.....	...	...	19,897	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
.....							
128	19,106	20,464	66,786	2,355	862 8 6	38	...	11,930	139	8,095	78 4 0	624	...	2,38,612	3,613	1,19,568	1,080 9 10																						

The tonnage shown is that of the boats and not of the cargo.

Rs. As. P.
149 13 4
869 8 6
78 4 0

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Matchgong Canal during the month of June 1871.

LENGTH OF CANAL OPEN FOR IRRIGATION, 15 MILES, AND FOR NAVIGATION, 6 MILES.

STORES AND MATERIALS FOR IRRIGATION WORKS.							ABSTRACT.							REMARKS.
Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mile-ago.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mile-ago.	Tollage.		
			Maunds.	Tons.										
		Rs.				Rs. As. P.			Rs.As. P			Rs. As. P.	The tonnage shown is that of the boats and not of the cargo.	
1	Laterite stone ...	230	285	...	...	0 11 4	...	...	.....	...	...	...
2	Burnt bricks ...	225	570	...	...	1 6 9	6	Irrgn. works.	455 0 0	45	270	3 3 1
3	Empty boats ...	...	427	...	...	1 1 0	...	...	.....	...	...	...
6		455	1,282	45	270	3 3 1	0		455 0 0	45	270	3 3 1		

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of June 1871.

LENGTH OF CANAL OPEN, 24 MILES.

LOCAL TRAFFIC.						ABSTRACT.						REMARKS.	
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mileage.		Tollage.
			Maunds.	Tons.									
16	Firewood ...	98	800	5 0 0	97	Local ...	3,645	170	672	32 8 2	Canal Range I closed for repairs to Oolooberriah Lock. Canal Range III closed for repairs.
2	Jaggery and sugar ...	377	250	...	...	1 4 0	...	...	...	...	...	...
3	Metals ...	2,200	1,000	...	...	5 0 0	...	...	...	...	...	...
1	Miscellaneous ...	20	150	...	...	0 12 0	...	...	...	...	...	...
2	Oil and oil-seeds ...	592	250	...	...	1 1 0	...	...	...	...	...	...
2	Paddy and rice ...	31	125	...	...	0 10 0	...	...	...	...	...	...
3	Garden produce ..	38	150	...	...	0 11 6	...	...	...	...	...	...
2	Tobacco ..	285	100	...	...	0 8 6	...	...	...	...	...	...
1	Rafts of bamboos, logs 50 ...	3	...	...	...	0 2 0	...	...	...	...	...	...
21	Empty boats ...	...	2,125	...	...	0 11 6	...	...	...	...	...	...
45	Passengers, No. 185	...	...	...	...	1 7 1	...	...	...	...	...	...
	Miscellaneous revenue	...	...	...	...	0 1 7	...	...	...	...	...	...
97		3,615	4,050	170	672	32 8 2	97		3,645	170	672	32 8 2	

The tonnage shown is that of the boats and not of the cargo.

[illegible]

CALCUTTA,
The 12th August 1871.

*G. A. SEARLE, Lieutenant-Colonel, S. C.,
Offg. Asst. to Chief Engr., and Joint-Secy., P. W. D., Irrigation Branch, Bengal.*

CALCUTTA. PRINTED BY LEONARD MORGES LEWIS, AT THE BENGAL SECRETARIAT OFFICE.

No. 34

of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, AUGUST 23, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different districts of the Lower Provinces of Bengal, as reported to Government during the week ending 19th August 1871.

Number.	District.	Date of return from each district	Rainfall at squider station in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
1	Bhaugulpore	Aug. 18th	2	Fair in the north, rainy and favorable in the south.	Both crops of rice good. "Murwa" has suffered from rains.	
2	Monghyr	" 19th	2.7	Favorable	Bhadai much damaged. Amun Good.	
3	Purneah	" 11th	3.8	Rainy, but good for the crops.	Good.	
4	Rajmehal	" 19th	2.7	Rainy and cloudy	Paddy thriving.	
5	Deoghur	" 19th	6.8	Rainy	Bhadai damaged by the rains. Amun good.	
6	Nya Doonka	" 19th	3.5	Rainy	Very promising.	
7	Goida.	" 19th	5	Seasonable	Paddy promising.	
8	Pakour	" 19th	5	Seasonable	Paddy promising.	
9	Jamtara.	" 19th	5	Seasonable	Paddy promising.	
10	Patna	" 19th	2.0	Rainy and cloudy	Rice promising, but injury apprehended from rising of rivers in the interior.	
11	Gya	" 19th	6.7	Very rainy	Bhadai injured. Rice fair.	
12	Chumpran	" 12th	4	Cool and then hot	Excellent	
13	Sarun	" 12th	10.1	Hot and stormy, and then rainy.	Bhadai half destroyed by rains. Much loss apprehended	
14	Shahabad	" 19th	6.7	Rainy	Both crops of rice much affected by excessive rain	
15	Tirhoot	" 12th	9	Fine	As in last week	
16	Rajshahye	" 17th	3.7	Rainy and squally	Ous much damaged by water. Amun partly so. Jute good.	
17	Bograh.	" 12th	1.3	Very sultry	Favorable, but more rain needed.	
18	Dinapore	" 12th	1.2	Occasional rains	Good, but 4 annas Bhadai crop damaged by floods in thanmah Goregonlah	
19	Maldah	" 11th	1.2	Occasional rains	Very gloomy. Fully a third of the district under water, owing to the bursting of the Bhagirathce embankment.	Not received.
20	Moorsheadabad	" 19th	•	Rainy	Ous partially inundated. Amun generally good	
21	Pubna	" 19th	2.7	Fine and seasonable	Ous being cut, it has been good.	
22	Rungpore	" 12th	8	Very sultry	Indigo and other crops good.	
23	Burdwan	" 19th	10.2	Very rainy	Ous damaged. Amun good. Damage apprehended from the inundation of Damoodah.	
24	Bancoorah	" 19th	5.7	Sultry and rainy.	Paddy in low lands damaged.	
25	Beerbhoom	" 19th	7.5	Very rainy	Very good.	
26	Hooghly	" 19th	9.4	Rainy and cloudy.	Favorable, but in very low lands crops have been damaged.	
27	Howrah	" 19th	2.8	Favorable	Rice favorable	
28	Midnapore	" 18th	4.8	Very rainy	Rains and inundation have done some injury to the crops.	
29	Nudda	" 19th	4.4	Rainy and cloudy.	Ous very much damaged by the floods. Amun pretty good	Fever continues at Rauchraparah and Debogram.
30	Jessore	" 18th	4.5	Rainy and favorable	Ous reaped. Amun promising. Some injury done by inundation	
31	24-Pergunnahs	" 19th	3.2	Rainy and cloudy	Generally good, though some injury has been done both to the Ous and the Amun crops	
32	Dacca	" 11th	3	Dry and hot	Good.	
33	Backergunge	" 12th	8	Rainy and sunny	Favorable, but towards the south some injury has been done by rain to Ous and Amun.	
34	Furcedipore	" 19th	2	Rainy and cloudy	Good.	
35	Mymensing	" 12th	1	Generally fine	Crops of rice usual. Jute being cut. Brahmaputra falling.	
36	Sylhet	" 14th	5.1	Excessively sultry.	More rain immediately wanted prospect doubtful.	
37	Cachar	" 12th	2.4	Fair	Good. Three-fourths of the early crops cut.	
38	Chittagong	" 11th	1.7	Seasonable	Satisfactory.	
39	Nonkhally or 1st 1st	" 11th	1.7	Fair	Good.	
40	Tipperah	" 12th	2.5	Warm	Very good.	
41	Hill Tracts of Chittagong.	" 6th	2	Rainy and cloudy.	Prosperous.	
42	Cuttack	" 12th	2.4	Good	Good.	
43	Balasore	" 19th	1.8	Rainy, and then fair.	Prosperous. No injury done yet by the rising of the rivers in the districts	
44	Pooros	" 11th	1.8	Rainy	Rice generally good, but crops in many places have suffered either from want of rain or from floods	
45	Hazareebangh	" 19th	5.4	Seasonable	Fair weather would be of benefit to all crops.	
46	Lohardugga	" 18th	3.8	Very rainy	Very favorable. Bhadai injured by rains.	

Number.	District.	Date of return from each district.	Rainfall at end-der station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
47	Maunbhoom ...	Aug. 10th	6.7	Very rainy ...	Generally favorable, but injury done to Indian-corn, pulses, and rice crops.	
48	Singbhoom ...	" 12th	9.8	Very rainy	Very favorable.	
49	Durrung ...	" 12th	1.7	Rain and sun ...	Fair. Paddy being transplanted.	
50	Nowgong ...	" 12th	8.1	Rainy ...	All good if the rains continue.	
51	Soobsaugor ...	" 12th	7.1	Close; sultry ...	Good.	
52	Kamroop ...	" 12th	1.5	Dry and sultry ...	Ons reaped. Only $\frac{1}{2}$ of the Amun expected for want of rain.	
53	Luckimpore. .					
54	Khasi and Jynteah Hills ...	" 11th	1.5	Favorable ...	Promising.	
55	Naga Hills.					
56	Julpigoree ...	" 11th	2.4	Dry and sultry ...	Bhadon and Hemunttee or Amun injured for want of rain. Jute good.	
57	Gowalparah ...	" 12th	5.3	Rainy ...	Salce or Amun not doing well for want of sufficient rain.	
58	Garo Hills ...	" 12th	1.6	Fair ...	Good.	
59	Darjeeling ...	" 12th	5.2	Healthy ...	As reported last week.	
60	Cooch Behar ...	" 12th	*	Great want of rain	Crops suffering from want of rain.	* No rain-gauge.

N.B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 22nd August 1871.

C. BERNARD,
Offg. Secy. to the Govt. of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

Divisions.	Stations.	Rainfall from 31st July to 6th August 1871.	Rainfall from 7th to 13th August 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	0.80	3.50	42.78	13th Aug. 1871.	
	{ Jail ...	0.09	3.70	38.47	ditto	
	False Point ...	2.10	Not received	37.00	6th Aug. 1871.	
	Jajipore ...	2.05	ditto	54.61	ditto.	
	Kendraparah ...	1.50	ditto	20.20	ditto	
	Jugutungpore ...	1.00	ditto	31.23	ditto.	
	Sambulpore ...	Not received	ditto	25.77	30th July 1871.	
	Balasore ...	2.43	4.03	40.52	13th Aug. 1871.	
CHOTA NAGPORE.	Bhadruck ...	2.19	8.16	41.00	ditto.	
	Poorce ...	1.09	1.62	38.10	ditto	
	Khoordah ...	1.05	2.38	38.57	ditto.	
	Hazareebaugh ...	3.01	11.29	35.43	ditto.	
	Burhee ...	1.80	5.28	31.20	ditto.	
	Pachamba ...	4.32	5.78	30.11	ditto.	
	Ranchee ...	3.10	0.45	12.22	ditto.	
	Palamow ...	0.63	3.13	33.15	ditto.	
PATNA.	Punaha ...	2.01	5.71	43.73	ditto	
	Gobindpore ...	2.03	4.51	30.04	ditto	From 12th June.
	Chyehassa ...	1.00	12.00	42.16	ditto.	
	Patna ...	1.47	1.09	33.41	ditto.	
	Behar ...	2.59	Not received	35.33	6th Aug. 1871	
	Bath ...	0.83	0.21	23.30	13th Aug. 1871	
	Dinapore ...	1.30	2.80	30.59	ditto.	
	Gya ...	1.25	7.37	31.65	ditto	
BHAUGULPORE.	Sherghotty ...	1.44	5.58	28.35	ditto.	
	Nowadah ...	1.00	8.56	33.90	ditto.	
	Arungabad ...	2.57	7.00	26.06	ditto.	
	Chunoparan ...	Nil	2.30	24.07	ditto	Not received 17th to 30th July
	Bettiah ...	0.30	2.55	27.86	ditto	From 6th June.
	Chuptah ...	0.13	10.13	41.93	ditto.	
	Sewan ...	0.50	Not received	28.37	6th Aug. 1871.	
	Mozufferpore ...	Nil	2.11	36.00	13th Aug. 1871.	
RAJSHAHYE.	Durbhangah ...	2.39	0.27	42.58	ditto	
	Sentamaree ...	0.60	1.40	30.86	ditto	
	Taipore ...	0.85	3.50	31.09	ditto	Not recorded 6th to 10th March.
	Mudhubani ...	0.20	0.70	27.22	ditto	From 1st April.
	Hajpore ...	1.11	0.76	19.51	ditto	From 22nd May
	Attah ...	1.09	0.11	35.87	ditto.	
	Boxar ...	1.00	8.30	45.35	ditto.	
	Sasseram ...	1.60	4.15	28.15	ditto.	
BHAUGULPORE.	Bhubhoah ...	1.18	3.26	36.93	ditto.	
	Benares ...	1.75	Not received	27.38	6th Aug. 1871	
	Bhaugulpore ...	2.41	0.85	25.96	13th Aug. 1871	
	Mudhey poorah ...	2.60	0.05	30.57	ditto	Not received 10th to 16th July.
	Banika ...	1.52	1.99	30.65	ditto.	
	Mouglhyr ...	0.61	2.91	35.08	ditto.	
	Jamooe ...	0.74	1.41	33.23	ditto.	
	Begnosari ...	0.12	2.37	29.19	ditto	
RAJSHAHYE.	Deogluhr ...	3.78	3.55	40.40	ditto.	
	Jamtara ...	3.30	3.40	43.78	ditto	From 13th Feb
	Kaymehal ...	0.50	0.50	38.80	ditto	From 12th Feb
	Pakour ...	1.90	0.14	25.34	ditto	From 21st May.
	Purneah ...	3.37	1.05	42.52	ditto.	
	Kishengunge ...	3.03	1.75	31.26	ditto	From 13th June.
	Arraria ...	0.30	2.86	39.51	ditto	From 26th June.
	Rampore Beaulah ...	7.09	0.28	48.13	ditto	
RAJSHAHYE.	Nattore ...	4.20	0.71	53.01	ditto.	
	Bograh ...	0.28	0.65	58.63	ditto.	
	Dinagpore ...	3.35	0.50	46.67	ditto.	
	Muldah ...	2.50	0.71	32.65	ditto.	
	Berhampore ...	4.11	2.66	41.07	ditto.	
	Jungipore ...	4.13	0.61	38.64	ditto	
	Lalbagh ...	2.84	3.68	36.70	ditto	From 16th Jan.
	Jamookandi ...	3.18	3.25	31.76	ditto	From 17th April.
RAJSHAHYE.	Pubna ...	7.81	1.64	52.42	ditto	
	Coomercolly ...	Not received	Not received	5.02	23rd April 1871	Not recorded from 1st May
	Serajungoo ...	0.92	0.58	53.20	13th Aug. 1871.	
	Rungpore ...	0.90	0.50	62.30	ditto.	
	Bhowangunge ...	0.92	0.35	45.63	ditto	From 22nd June.
	Titalya ...	1.80	3.50	47.38	ditto.	
	Burdwan ...	2.78	2.02	38.35	ditto.	
	Cutwa ...	4.75	1.03	39.19	ditto.	
BURDWAN.	Culina ...	2.67	2.10	45.92	ditto.	
	Bood-Bood ...	2.71	4.15	11.93	ditto.	
	Bancoorah ...	2.08	2.63	42.65	ditto.	
	Ranceegunge ...	1.05	4.28	36.18	ditto.	
	Sooree ...	3.46	2.13	34.12	ditto	
	Hooghly ...	4.00	3.00	52.27	ditto.	
	Serampore ...	4.18	3.20	34.40	ditto	From 20th Mar, and not received 17th to 23rd July.
	Jehanabad ...	Not received	Not received	30.37	23rd July 1871	From 6th Feb, and not received 10th to 16th July
BURDWAN.	Howrah ...	5.22	2.83	70.04	13th Aug. 1871.	
	Midnapore ...	4.16	3.38	48.56	ditto.	
	Contai { Dy. Collr.'s Office ...	2.16	10.74	54.46	ditto.	
	{ Engr's Office ...	2.35	11.45	63.17	ditto.	
	Gurbetta ...	0.85	3.92	43.77	ditto	From 6th Feb.
	Tumlook ...	Not received	Not received	46.18	16th July 1871.	

Divisions.	Stations.	Rainfall from 31st July to 6th August 1871.	Rainfall from 7th to 13th August 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnaghur	0.97	1.30	40.11	13th Aug. 1871.	
	Bongoug	2.49	2.21	50.12	ditto.	
	Ranaghat	1.33	3.42	41.96	ditto.	
	Meherpore	3.74	2.09	30.28	ditto.	
	Chooniangrah	3.30	1.55	55.80	ditto.	
	Kooshteah	1.58	2.38	50.40	ditto.	
	Jessore	0.78	1.90	57.86	ditto.	
	Khoolnah	1.00	1.57	50.08	ditto.	From 16th Feb.
	Jenidah	1.05	1.01	61.71	ditto.	From 6th March.
	Nurail	1.07	0.62	45.11	ditto.	From 3rd April.
	Magoorah	0.04	Not received	20.67	6th Aug. 1871	ditto.
	Bagirhaut	5.53	1.73	53.15	13th Aug. 1871	ditto.
	Saugor Island	1.60	10.80	68.70	ditto.	
	Calcutta	3.70	2.28	68.59	ditto.	
	Alipore { Jail	3.09	2.96	71.11	ditto.	
	{ Hospital... ..	2.79	2.84	72.88	ditto.	
	Barrackpore	3.37	Not received	65.24	6th Aug. 1871.	
	Dum-Dum	2.02	ditto	48.15	ditto.	
	Baraset	5.46	ditto	47.01	ditto.	
	Satkerah	2.80	ditto	52.51	ditto.	
DACCA.	Busseorhaut	2.98	ditto	52.56	ditto.	
	Diamond Harbour	2.27	ditto	61.23	ditto.	
	Barrpore	2.01	ditto	61.08	ditto.	
	Dacca { Telegraph Office	2.19	1.36	67.11	13th Aug. 1871.	
	{ Jail	1.80	1.10	63.60	ditto.	
	Burriamul	1.65	1.88	63.80	ditto.	
	Dowlat Khan	3.14	3.51	60.70	ditto.	
	Persepore	2.48	1.53	56.03	ditto.	
	Madaripore	2.42	0.70	49.85	ditto.	Not received 10th to 16th July.
	Furzedpore	1.40	0.39	63.76	ditto.	
	Goalundo	1.44	0.24	33.73	ditto.	From 5th June.
	Ayemensing	2.26	0.65	72.76	ditto.	
	Jamalpore	0.05	Not received	47.62	6th Aug. 1871	Not received 19th to 25th June.
	Atteah	0.23	Nil	75.67	13th Aug. 1871.	
	Kishoregunge	1.27	2.60	75.72	ditto.	
CHITTAGONG.	Sylhet	1.08	5.11	84.90	ditto.	
	Cachar	1.82	Not received	59.30	6th Aug. 1871.	
	Hylakandy	1.84	ditto	59.45	ditto.	Not received 10th to 23rd July.
	Koyah	Not received	ditto	56.76	30th July 1871	Not received 12th to 18th June, and 3rd to 9th, and 17th to 23rd July.
	Chittagong { Telegraph Office	2.70	1.20	69.68	13th Aug. 1871.	
	{ Jail	2.77	1.00	74.73	ditto.	
	Cox's Bazar	2.64	Not received	113.84	6th Aug. 1871.	
	Ranganutea Hill	2.45	ditto	65.83	ditto.	
	Nonkhully	4.84	2.11	81.01	13th Aug. 1871	
	Tipperah	3.65	0.47	70.32	ditto.	
COOCH BEHAR.	Brahmanbariah	1.40	3.57	75.07	ditto.	
	Akyab	2.70	5.80	142.00	ditto.	
	Buxa	4.84	1.96	120.00	ditto.	
	Gowalparah	1.95	3.35	69.92	ditto.	
	Dhoobree	1.20	0.80	43.61	ditto.	Not recorded 27th Feb. to 5th March.
	Tura (Garó Hills)	1.85	1.00	70.08	ditto.	
	Darjeeling { Telegraph Office	Not received	Not received	70.60	31st July 1871	
	{ Hospital	2.20	4.80	72.13	13th Aug. 1871	
ASSAM.	Runghee	Not received	Not received	56.50	30th June 1871	
	Falacottah	0.98	ditto	43.07	6th Aug. 1871.	
	Julpagooree	0.23	2.24	60.60	13th Aug. 1871.	
	Boda	Not received	0.58	41.93	ditto.	Not received 31st July to 6th Aug.
	Tespoore	4.76	Not received	56.56	6th Aug. 1871.	
	Nowzong	0.80	ditto	51.16	ditto.	
	Mungledye	0.04	ditto	42.01	ditto.	From 30th Jan.
	Burpettal	1.35	ditto	51.62	6th Aug. 1871	
	Gowhatry	1.29	1.32	40.38	13th Aug. 1871	
	Seebasungor	2.86	Not received	68.90	6th Aug. 1871.	
	Jorehaut	0.70	ditto	58.72	ditto.	From 27th Feb.
	Golaghat	3.46	ditto	71.53	ditto.	
	Nazoerah	4.12	ditto	66.60	ditto.	
	Debrooghur	3.35	ditto	72.21	ditto.	
	Suddya	Not received	ditto	59.31	30th July 1871	
SAMS.	Shillong	1.92	ditto	46.81	6th Aug. 1871.	
	Cherrapunjee	3.59	6.56	213.10	13th Aug. 1871.	From 18th Feb.
	Jowai	1.59	Not received	77.44	6th Aug. 1871.	
	Samoogoodting	Not received	ditto	30.20	3. th July 1871	

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 19th August 1871.

Meteorological Telegraphic Report for the period 13th to 19th August 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat = 100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	13th Aug.	10	29.538	29.560	82.5	80.0	89	S	...	0.31	.....	o, d
	13th	16	29.170	29.148	83.5	81.2	89	S by E	...	...	.....	o, d
	14th	10	29.005	29.023	83.2	81.0	95	S by E	...	0.05	S	.....
	14th	16	29.507	29.525	86.4	83.0	85	S by E	...	...	S	.....
	15th	10	29.002	29.020	83.3	82.3	95	S S E	...	...	.....	o, d
	15th	16	29.519	29.537	85.3	82.5	87	S by W	...	...	.....	o
	16th	10	29.579	29.597	80.0	79.0	95	S S W	...	0.56	.....	o, d
	16th	16	29.523	29.541	80.0	79.0	95	S S W	...	1.01	.....	o, d
	17th	10	29.006	29.024	83.7	81.7	91	S S W	...	...	.....	o
	17th	16	29.571	29.589	85.5	81.2	81	S by W	...	...	S	.....
SARGOL ISLAND.	13th	10	29.558	29.564	84	81	87	S S W	25.4*	1.40	N	b, v, w
	13th	16	29.408	29.404	86	82	83	S S E	19.4*	...	N	b
	14th	10	29.622	29.628	86	82	83	S S E	14.8*	...	N	b
	14th	16	29.528	29.534	86	81	91	S S E	14.8*	...	N	b
	15th	10	29.615	29.621	81	80	95	N E	8.8*	0.30	N	g, o, r
	15th	16	29.557	29.561	83	80	87	S S W	19.5*	2.10	N	o, r
	16th	10	29.631	29.630	79	78	95	W	23.2*	1.40	N	o, r
	16th	16	29.557	29.563	83	83	95	S	24.5*	0.40	N	b, o, u
	17th	10	29.647	29.653	86	83	87	S	10.3*	0.10	N	b, m
	17th	16	29.604	29.610	86	83	87	S S E	17.5*	...	N	m, o
CHITTAGONG.	13th	10	29.574	29.681	85	80	79	S S E	8.3*	0.80	K, KS	b, g
	13th	16	29.502	29.612	81	81	87	S	13.8*	...	KS	w
	14th	10	29.642	29.753	81	79	91	E	0.9*	0.80	KS	m, p
	14th	16	29.544	29.651	83	80	87	S	10.5*	...	K, KS	p
	15th	10	29.600	29.710	82	80	91	S	6.7*	0.10	K, KS	p
	15th	16	29.519	29.630	81	79	91	S E	10.0*	0.10	KS	p
	16th	10	29.644	29.755	79	77	90	S	9.9*	1.70	KS	p, u
	16th	16	29.587	29.699	77	76	95	E	10.5*	0.80	KS	p, u, g
	17th	10	29.649	29.811	76	76	100	S S E	6.2*	2.50	N	r, o, g
	17th	16	29.627	29.748	78	77	95	E	11.1*	0.80	N	d, g
MADRAS.	13th	10	29.606	29.806	84	80	83	E S E	4.0*	0.10	K, CK, KS	p
	13th	16	29.607	29.717	83	79	83	S S E	6.5*	...	CK, CS	b
	14th	10	29.661	29.775	79	77	90	E	5.8*	1.20	K, KS	u
	14th	16	29.570	29.680	81	78	86	S W	10.2*	0.10	K, KS	p
	15th	10	29.789	29.810	89	75	49	S W by W	11*	0.04	.....	bo
	15th	16	29.638	29.668	97	77	37	S S W	11*	...	.....	bo
	16th	10	29.719	29.749	87	75	55	S by W	0*	...	.....	o
	16th	16	29.646	29.670	92	70	45	S S W	6*	...	.....	bo
	17th	10	29.71	29.811	90	75	47	S W	13*	...	.....	bo
	17th	16	29.643	29.663	94	78	46	N by W	10*	...	.....	bo
CUTTACK.	13th	10	29.806	29.816	87	77	61	S W by S	11*	0.23	.....	bo
	13th	16	29.661	29.691	92	77	48	N W	7*	...	.....	bo
	14th	10	29.785	29.815	89	74	40	W S W	10*	...	.....	b, m
	14th	16	29.670	29.700	90	76	50	E N E	10*	...	.....	bc
	15th	10	29.823	29.853	90	77	53	S W	8*	0.01	.....	bo
	15th	16	29.702	29.742	88	78	62	N E	12*	...	.....	bo
	16th	10	29.849	29.879	88	76	55	W S W	5*	...	.....	bo
	16th	16	29.737	29.767	87	78	65	E	11*	...	.....	bo
	17th	10	29.538	29.620	83	80	87	W	0.3*	0.40	N	r, d
	17th	16	29.427	29.509	86	81	79	W S W	0.7*	...	N, C	...
AHMEDABAD.	13th	10	29.575	29.657	84	80	83	S S W	0.3*	...	KS, N	o, d
	13th	16	29.477	29.559	86	81	79	S W	0.5*	...	N	cloudy
	14th	10	29.680	29.692	80	80	75	W S W	0.4*	...	N	d
	14th	16	29.523	29.605	83	79	83	S S W	0.5*	...	N	cloudy
	15th	10	29.545	29.608	82	79	87	S W	0.1*	...	N	fair
	15th	16	29.530	29.612	86	80	75	W S W	0.6*	...	N, KS	...
	16th	10	29.646	29.728	87	78	65	W S W	0.3*	...	CK	...
	16th	16	29.550	29.632	84	79	79	S S W	0.8*	...	KS, O	...
	17th	10	29.686	29.778	88	79	65	W S W	0.3*	...	...	fair
	17th	16	29.592	29.673	91	80	60	N N E	0.4*	...	KS	fair
AHMEDABAD.	13th	10	29.600	29.711	87	80	72	S S W	0.3*	...	CK	fair
	13th	16	29.582	29.613	90	80	63	S S W	0.5*	...	N	fair
	14th	10	29.708	29.723	82	79	87	S S W	1	0.00	K, KS	d
	14th	16	29.630	29.645	81	79	91	S W	1	0.50	K, KS	r
	15th	10	29.743	29.768	80	78	91	S S W	1	1.30	KS, N	o
	15th	16	29.600	29.675	81	79	91	.....	2	1.60	KS, N	d
	16th	10	29.747	29.782	82	80	91	.....	1	1.20	K, KS, N	o
	16th	16	29.685	29.701	83	80	87	.....	1	...	K, KS	g, u
	17th	10	29.782	29.797	84	81	87	S W	1	1.30	C, K	b
	17th	16	29.693	29.708	84	81	87	W S W	1	...	K, KS	g
AHMEDABAD.	18th	10	29.790	29.805	81	78	86	S E	1	1.80	K, KS	j
	18th	16	29.710	29.725	78	75	86	S S W	1	0.10	K, KS, N	p
	19th	10	29.778	29.793	78	76	80	W N W	1	1.50	K, KS	d
	19th	16	29.686	29.701	79	77	90	W	1	0.10	C, K, S	g

* Velocity of wind in miles per hour.

CALCUTTA,
The 19th August 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,
DURING THE HALF MONTH 1st TO 15th JULY 1871.

N.B.—The Barometric data are reduced for temperature, and not for height above sea-level.

STATIONS.		BAROMETER.					THERMOMETER.										HUMIDITY.				RAINFALL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Height above sea-level.	Range.	MEAN OF					SOLAR RADIATION.			Mean of max.		Mean daily range.		Mean of min.		MEAN OF				Highest Max.		Absolute range.		Lowest Min.	MEAN OF				In inches.	No. of days.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
		4 hours.	10 hours.	16 hours.	22 hours.	Mean.	Max.	Min.	Day.	Night.	Day.	Night.	Mean.	4 hours.	10 hours.	16 hours.	22 hours.	Mean.	4 hours.	10 hours.	16 hours.	22 hours.	Day.		Night.	4 hours.	10 hours.	16 hours.			22 hours.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
Port Blair	116 not received	29.751	29.638	113</

CALCUTTA,

The 19th August 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Mean Pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressure reduced to sea-level.	Mean temperature reduced to sea-level.	WIND.	
			Proportional prevalence Max.=100.	Mean direction.
Port Blair	...	...	...	...
Madras	29.721	80.8	46	S 28° W
Vizagapatam	29.618	80.3	63	S 70° W
Akyab	29.708	80.0	87	S 8° E
False Point	29.613	85.0	75	S 45° W
Cuttack	29.623	83.0	56	S 23° W
Sanzor Island	29.600	81.2	68	S 10° W
Chittagong	29.696	81.3	50	S 39° E
Calcutta	29.595	82.8	78	S 4° W
Jessore	29.603	82.9	86	S 22° E
Dacca	29.622	82.7	88	S 16° E
Cachar	29.652	81.3	7	N 79° W
Hazaribagh	29.541	83.8	47	S 10° E
Berhampore	29.581	84.2	44	S 41° E
Gya	...	84.6	21	S 86° E
Patna	29.560	83.0	56	S 68° E
Monghyr	29.547	83.7	48	S 77° E
Darjeeling	29.592	83.2	25	S 46° W
Gowalparah	29.587	82.1	19	S 29° E
Shillong	29.599	83.0	51	S 58° W
Benares	29.551	84.6	17	S 16° E
Roorkee	29.538	85.9	37	S 49° E

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17 on the preceding page by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

CALCUTTA,
The 19th August 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 15th to 21st August 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
August..	15th	Inches. 29.566	86.5	79.8	145.2	82.4	80.8	79.7	0.92	S by W. S & S S W	...	102.0	0.56	...	Cirri and overcast. Thunder at 5½ p.m. Slight rain from 8 to 12 a.m. and 3½ to 8 p.m.
	16th	558	81.3	78.7	...	80.0	79.0	78.3	.95	S S W	1.0	133.0	1.01	●	Overcast and Stratoni. Slight rain from 3½ a.m. to 5 p.m.
	17th	617	86.9	78.2	141.5	82.1	79.7	78.0	.88	S S W & S by W	...	178.0	0.92	...	Overcast and cumuli. Thunder and lightning between 7 and 8 p.m. Rain at 1 and 3 a.m. and from 5½ to 11 p.m.
	18th	663	88.2	79.9	116.0	84.1	80.3	77.6	.81	S, S W & S by W	...	157.9	...	...	Cirri and cirrostrati and cumuli. Lightning at 11¼ p.m.
	19th	617	86.0	81.0	115.0	83.6	81.4	79.9	.89	S S W & S by W	...	73.8	0.02	...	Stratoni. Slight rain at 6 a.m.
	20th	653	86.5	81.5	123.0	83.5	80.4	78.2	.85	S by W & S by W	...	87.8	...	...	Stratoni. Lightning between midnight and 1 a.m.
	21st	654	87.0	78.0	141.3	81.6	79.6	78.2	.90	S S W & S by W	1.5	96.5	2.69	...	Overcast and stratoni. Rain from 1¼ to 12 a.m. and 5 to 11 p.m.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	10.2
The max. temperature during the past seven days	...	88.2
The max. temperature during the corresponding period of the past year	...	88.8
The mean humidity during the past seven days	...	0.89
The mean humidity during the corresponding period of the past year	...	0.92
		Inches.
The total fall of rain from 15th to 21st	by lower rain gauge	5.20
	by anemometer gauge	4.68
Ditto ditto average of seventeen previous years	...	3.51
Ditto between the 1st January and the 21st August	...	75.14
Ditto ditto ditto ditto, average of seventeen previous years...	...	47.51

GOPERNAUTH SEN,
In charge of the Observatory.

The 22nd August 1871.

GOVERNMENT OF BENGAL.
PUBLIC WORKS DEPARTMENT.

Irrigation Branch.
Irrigation Operations of Lower Bengal up to 30th June 1871.

Circle.	Canal.	WATER SUPPLIED DURING 1871-72.					APPROXIMATE IRRIGATED DURING JUNE 1871.					RAIS-FALL.		NAVIGATION RETURN.					CUTTING IRRIGATION.		REMARKS.	
		Full supply depth	between full discharge in cubic feet per second	Average depth throughout the month	Average discharge in cubic feet per second throughout the month	District.	Area actually receiving water during month in acres	Of column 8 area receiving water for the first time during current year	Total of columns 8 and 9 for all previous months of current year.	Total area irrigated up to date during the current year.	Inches during the month	Feet up to date during the year.	Average of ten previous years for the same period.	Nature of traffic.	Number of boats.	Tonnage.	Ton mileage.	Approximate value of goods.	Per column 8.	Per columns 8 and 9.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	
Orissa	High Level	8	675	362	211	Cuttack	3,275	3,453	..	3,205	7.44	17.41	15.69	Local Government	84	243	2,704	804	..	Rice	Rice	192 547 cubic feet per second escape.
	Kendrapara	7	1202	443	600	Ditto	2,050	2,650	..	2,650	7.44	17.41	15.69	Local Government	128	721	10,040	10,311	..	Rice	Rice	
	Talchanda	5	1,000	675	811	Ditto	500	500	..	500	7.44	17.41	15.69	Local Government	35	426	8,005	1,500	..	Rice	Rice	
South-Western	Madhapore	8	875	528	725	Madhapore	5,000	5,707	100	5,903	9.40	23.59	22.61	Local Government	157	2,971	41,011	4,000	..	Rice	Rice	Ranges 1 and 3 closed for repairs.
	Panchkora	6	540	160	1728	..	..	..	..	..	10.87	21.00	known	..	..	..	..	..	..	Rice	Rice
Orissa	High Level	..	..	..	..	Total	12,179	12,212	108	12,320	..	..	..	..	..	..	..	..	..	..	..
	Kendrapara	..	..	..	..	Cuttack	..	..	47	17	..	..	..	..	..	..	..	..	..	..	..
	Talchanda	..	..	..	..	Ditto	11	..	2151	2151	..	..	..	..	..	..	..	..	..	..	..
South-Western	Madhapore	..	..	..	..	Madhapore	10,505	10,538	35	10,543	..	..	..	..	..	..	..	..	..	..	..
	Panchkora	..	..	..	..	Madhapore and Howrah	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

NOTE.—Decrease in area of irrigation in Madhapore owing to the heavy rains, whereas during the month of June last year little rain fell.

The 1st August 1871.

T. M. KIRKWOOD, C. S.,
Canal Revenue Supdt., Bengal.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 5th August 1871, on 1,273½ miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.			Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried	Receipts		
		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	88,143	98,577 15 11	9,936 0 4	325,337 0	1,88,975 13 3	17,320 10 0	26,337 5 4
Or per mile of railway		77 0 0	7 1 3		147 10 10	13 10 0	20 12 0
For previous 4 weeks of half-year	360,123	4,41,087 7 10	40,515 10 5	1,712,752 10	11,32,127 11 9	103,578 7 6	144,293 17 11
Total for 5 weeks	448,266	5,40,565 7 9	49,351 16 9	2,068,080 10	13,21,083 9 0	121,000 6 0	170,651 3 3
COMPARISON.							
Total for corresponding week of previous year	82,029½	1,00,029 8 9	9,719 7 6	433,516 10	3,21,791 14 11	20,160 18 6	30,190 6 0
Per mile of railway corresponding week of previous year	.....	93 11 4	9 11 9		254 0 8	20 0 9	34 12 0
Total to corresponding date of previous year	478,706	5,03,088 10 8	51,366 0 3	2,690,603 20	17,77,610 5 8	162,950 7 4	217,316 16 7

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 5th August 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	3,206½	7,298 4 6	60 18 6	22,322 30	6,188 5 6	59 15 3	126 11 9
Or per mile of railway	15,274	32 12 4	3 0 1	102,156 0	29 1 7	2 13 4	5 13 5
For previous 4 weeks of half-year	15,274	36,941 9 2	3,386 6 3	102,156 0	31,944 0 9	3,208 4 1	6,580 10 4
Total for 5 weeks	18,480½	43,240 13 8	4,056 4 9	184,678 30	11,132 6 3	3,797 19 4	7,854 4 1
COMPARISON.							
Total for corresponding week of previous year	2,501½	7,068 0 8	612 8 1	11,989 20	4,511 9 10	416 19 1	1,059 7 3
Per mile of railway corresponding week of previous year	..	31 6 10	2 17 7	..	20 0 4	1 17 5	4 15 0
Total to corresponding date of previous year	18,670	46,328 14 1	4,216 16 3	160,182 0	30,444 4 4	2,780 14 6	7,037 10 9

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended the 5th August 1871, on 156½ miles open.

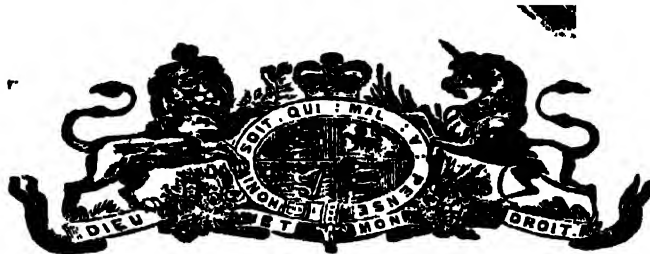
		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	37,497	16,749 4 5	1,331 15 10	170,533 10	59,411 3 8	5,057 2 3	7,000 18 1
Or per mile of railway	241	106 14 8	8 16 0	1,090 0	381 1 6	3 18 8	44 14 8
For previous 5 weeks of half-year	110,027	61,396 9 6	5,903 0 1	901,718 17	1,51,967 12 3	13,390 7 6	19,823 7 13
Total for 6 weeks	147,524	81,128 13 11	7,136 13 2	1,072,251 27	2,11,688 15 11	19,397 9 9	26,824 5 11
COMPARISON.							
Total for corresponding week of previous year	29,094	11,816 2 9	1,081 3 0	5,026,327 0	7,591 4 1	606 2 9	1,779 5 9
Per mile of railway corresponding week of previous year	200	104 5 5	9 11 4	100 0	67 0 11	6 2 11	10 14 3
Total to corresponding date of previous year	131,710½	68,237 11 11	6,255 2 7	55,165 11	82,073 8 10	7,238 8 2	13,775 10 9

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 5th August 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	3,618½	79 10 6	7 13 1	7,120 0	200 1 0	23 0 1	94 11 5
Or per mile of railway	129	28 2 6	2 11 2	254 0	71 4 11	0 16 5	33 7 7
For previous 18 weeks of half-year	117,347	21,714 0 5	2,171 8 0	1,89,915 0	5,563 1 6	55 19 2	2,720 18 2
Total for 19 weeks	120,965½	22,500 10 9	2,296 1 4	1,97,035 0	5,763 2 6	57 10 3	2,814 11 7
COMPARISON.							
Total for corresponding week of previous year	4,153½	764 10 9	76 0 4	9,679 28	377 13 6	37 15 8	114 5 0
Per mile of railway corresponding week of previous year	150	27 4 11	2 14 7	346 0	13 7 11	1 7 0	4 1 7
Total to corresponding date of previous year	166,242½	18,139 9 3	1,913 10 2	194,794 2	6,279 1 3	697 18 2	2,511 17 4

PRINTED BY EDWIN MORRIS LEWIS, AT THE BENGAL SECRETARIAT OFFICE.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, AUGUST 30, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Tobacco Cultivation, being a brief abstract of Dr. Forbes Watson's Report on Tobacco.

"The introduction of a system of cultivation and preparation of tobacco possessing first-rate qualities requires so much care that it can only be successfully accomplished by means of experimental farms."—DR. FORBES WATSON.

(Supposing the area of ground on which the experiment is about to be tried to be an acre.)—Enclose with a wall (brick) about one foot and a half high a space five feet broad by twenty-five feet long. Dig out the soil enclosed to a depth of two feet, replacing the soil removed by two feet of strong stable manure. When this begins to ferment (to steam), cover with six inches of prepared earth and sow the seeds.

The seed-bed.

To sow the seed more carefully, mix it with white wood-ash, and scatter the whole equally over the surface of the prepared ground (the seed ought to fall about four to the square inch, but with so small a grain as tobacco, impossible to be exact), and cover with an inch of good mould.

Sowing the seed.

After sowing, water the seed-bed with a fine-roset watering pot. The sowing bed should be provided with a reed-mat covering, which after watering should be stretched across from wall to wall. This covering should be taken off (to allow the steam from the manure to escape and to admit fresh air) for two hours every morning and every evening.

After-care for the seed.

Three days after the first sowing, the bed should be watered again.

(N. B.—Water in the early morning.)

Pricking out.

In about a week the plants should appear, and, when they seem to crowd, should be pricked out, leaving distances of one inch each way round each plant, thus:—

.
.
.

(N. B.—The spare plants should be preserved for filling up gaps in the rows when transplanted.)

- When the plants have developed four or five leaves, any one of which is an inch broad, they may be transplanted. The seed-bed should be watered in order to make the pulling up of the plants easier, and when pulled up the plants should be removed as quickly as possible to the site prepared for them.
- Planting out.**
- This site (supposed to be an acre in extent) should be level ground and exposed: a fence should be round it to protect it from jackals, &c. The soil should have been ploughed deep twice before the plants were put in, and afterwards harrowed and rolled carefully.
- The tobacco field.**
- It should have a fine light soil with a firm loamy sub-soil, manured with strong ammoniac manure at a ton per acre with a free distribution of vegetable remains.
- The soil.**
- The site of the tobacco plantation should be changed every two years, as tobacco is a most exhaustive crop.
- Tobacco an alternate crop.**
- (*N. B.*—Sun-flower would alternate with it well.)
- The plants should be planted in rows two feet apart, each plant two feet from the next, a pathway being left for the coolies between (not every row but) every two rows. A broad pathway (five or six feet broad) should intersect the plantation at right angles, forming at the point of intersection a convenient space for heaping the leaves.
- The plan of the field.**
- When the plants have been set out water well (*N. B.*—the watering pots used should have very finely perforated noses), and if any plants die, fill up the gaps with spare plants from the seed-bed.
- Watering.**
- After a day or two hoeing should commence. The hand is the best instrument, and the workmen should be told to kill every insect they see except ants, and to heap the earth carefully round the stems.
- "Hoeing."**
- If the plant threatens to be very leafy, remove superfluous leaves, leaving about fifteen to a plant. When the flower buds are plainly noticeable, they must be picked off with great care. (*N. B.*—For fancy smoking tobaccos, the flowers need not be removed.)
- Pruning.**
- There is after this very little necessary. The plants, however, should be most carefully examined once or twice a week, and every insect and weed removed.
- After-care of the plants.**
- Water should be supplied freely at intervals of a week, and to prevent the earth losing its humidity too suddenly, straw might be spread over it if the heat of the sun is peculiarly great.
- The leaves are of three qualities—the lower, middle, and upper; and the first to ripen are the lower. (To "ripen" is really to assume a yellow tint and bend down towards the ground.) As soon as yellow leaves begin to appear among the lower leaves, they must be picked. In about eight days the middle yield will show signs of ripeness, and should be gathered, and in about eight days more the remainder may be gathered. It can, however, be easily known that the leaves are ripe when they detach from the leaf-stalk with ease. They should be detached with the hand, the leaf being pulled upward.
- Picking the leaves.**
- Care must be taken to have labour available to gather each harvest in at its own time, for over-ripeness is fatal to proper curing.
- The only thing to be remembered in curing tobacco is that care must be taken not to allow the tobacco to lose its moisture too suddenly, for thereby it becomes brittle, or too slowly, for then it is in danger of rotting.
- Curing the leaves.**
- The rules on this head which hold good in Europe are however useless in India. The curing-houses again may be of any shape, provided only that ventilation is thorough, and that sunlight and damp are equally avoided.
- When the leaves have been picked, they are placed in heaps (which must be turned at intervals) to wilt, that is to fade, wither. By being in a heap they keep their moisture, and though quite dead, do not lose their flexibility.
- The leaves are then strung (on string or sticks) in the curing-house; after this they are exposed to the sun: they are then tied in bundles and heaped to induce fermentation. The details of the curing processes cannot be learnt from works on European tobacco cultivation, but may be acquired easily by the study of the *temperature* of this country during every hour of the day and every day of the year, and by a clear knowledge of what is required to be produced. Again, the arrangement of the leaves in the curing-houses so as to economise space, utilize ventilation, &c., &c., gives scope for the ingenuity of each cultivator, and cannot be learnt by rules.
- One point however to remember is that the leaves must not stick together when strung.
- Sorting the leaves.**
- When the leaves are dry without being brittle, dead and discoloured, but still pliant, they are said to be cured and are ready for sorting.
- The sorting of the leaves depends of course upon the local market for which the tobacco has been raised; but a safe rule is to keep for cigars all that can be kept for cigars, and to use the remainder for tobacco. Snuff, which requires the finest leaves of all, would not in India repay the manufacture. For natives of this country, the tobacco must be strong: for the European market, it must be aromatic: for any market, it must burn easily. It is evident,

therefore, that very much depends upon the manure used, as the matters drawn from the ground must materially determine the strength and combustibility of the produce. A heavy soil, strong manure, and plenty of moisture, produce a strong and rank tobacco; by ripening also tobacco gains in nicotino. Sunshine, dry warmth, and a light soil, give on the other hand mild and aromatic tobaccos. It is from this evident that next to the manure employed, the most important point is the quantity of the moisture, and if the manufacture is for the native market, this should be liberal.

NOTES.

The great difficulty in curing tobacco is the disposal of the midrib, which persists in either drying stiff or not drying at all. But why should it not be removed? Not entirely, for then the leaf would be split into two, but only on the back of the leaf, where the convex and greater part of the midrib projects. The operation, though a delicate one, would become easy to any child after a half-hour's practice. The operator would take a leaf in his left hand, holding it between his finger and thumb at the stalk end. About half an inch from the end (the stalk end), he would make an incision in the midrib with the thumb nail of the right hand and turn up an end. He would then take hold of this with the finger and thumb of the right hand, and with an equable force pull off the midrib downwards towards the point of the leaf. As soon as it became very fine, and there was a danger of the leaf being torn, he would nip the midrib off with his finger and thumb. By this, the concave or nearly flat surface of the midrib would be left on the upper side of the leaf, while on the back of the leaf the only sign of the midrib would be a narrow *depression* running down the centre of the leaf where the troublesome midrib *had* been. The operators (who might easily be children) should be particularly warned *not to handle the leaf or to make a rent in it.*

Indeed, throughout all the operations of pricking out, planting, hoeing, thinning, sorting, stringing, and midrib-scooping, every operator should be warned against touching the leaf except near the stalk end, and against tearing it. Care might be guaranteed by grading the wages of the operators according to results.

The sun-flower (*helianthus*) might be advantageously grown among the tobacco, 1st, for the shade it would give to the larger and coarser tobaccos required; 2nd, for the admirable stringing rods (if stringing itself is not used) which their stems supply; 3rd, as they would (if their leaves were ploughed into the ground) give almost the exact vegetable mould which is required by tobacco.

The 17th May 1871.

P. ROBINSON.

Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different districts of the Lower Provinces of Bengal, as reported to Government during the week ending 26th August 1871.

Number.	District.	Date of return from each district.	Rainfall at weather station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
1	Blangulpore	Aug. 25th	1.4	Favorable	Very good except where destroyed by the floods "which are washing people out of houses and towns."	
2	Monghyr	" 26th	3.8	Rainy	Great damage done to the Bhadoi crops, particularly, and even life by floods and rain. Paddy good.	The floods have risen to within 3 inches of that of 1857, the highest known in living memory.
3	Purneah	" 10th	1.8	Rain and sun	Both Bhadoi and Aurhany good, but much injury has been done to both by the floods.	
4	Rajmehal	" 26th	5.0	Rainy	Bhidoi on the dunes destroyed. Aurhany very good.	
5	Deoghur	" 26th	.9	Favorable	Size of crops of the Bhadoi crops destroyed. Paddy very good.	
6	Nya Doonka	" 26th	1.0	Rainy	Very good.	
7	Godda	" 19th	*	† Dry, then cool and rainy	Good	* Little rain. † Much fever and rheumatism; still some cholera.
8	Pakour	" 26th	4.1	Wet	Further injury to Jemarah by rain. Paddy successful.	
9	Jamtara.					
10	Patina	" 26th	2.2	Rainy and cloudy.	Bhadoi crops have suffered from the heavy floods.	
11	Gya	" 26th	1.2	Mild	Bhadoi injured, rice and rubber good.	
12	Chumparun	" 19th	4.1	Cool	Good.	
13	Sarun	" 19th	4.1	Wet	Bhidoi very much damaged. Aurhany good.	
14	Shahabad	" 26th	5.	Rainy	Floods much injured. Aurhany pretty good.	
15	Tirhoot	" 10th	2.4	Clear	Good.	
16	Rajshahye	" 24th	4.7	Rainy and cloudy.	Bhadoi injured by floods and rain. Aurhany good.	
17	Bogra	" 18th	3.9	Fair	Good. Low water, seasonable and ample. Bhadoi good.	
18	Dinagopore	" 19th	4.7	Cloudy and rain	Fair. Bhadoi crops wanted in some places.	
19	Maldah	" 18th	.9	Rather warm	Good.	
20	Mooshadabad	" 26th	3.	Rainy	Gloomy. Bhadoi crops rising.	
21	Pabna.					
22	Rangpore	" 10th	6.	Cool and rainy, and then sultry and unwholesome.	Aurhany and Indigo good.	
23	Burdwan	" 26th	2.5	Rainy and fair	Crops damaged by floods and rain. Aurhany good.	
24	Bancoorah	" 26th	1.7	Sultry, but rain	Favorable.	
25	Beerbloom	" 26th	4.3	Fair and sun	Good.	
26	Hooghly	" 26th	3.	Fair	Favorable; winter crops on the banks of the Damoodut damaged.	
27	Howrah	" 26th	3.	Favorable	Good.	
28	Midnapore	" 26th	2.8	Seasonable	Good, severe injury done by inundation.	
29	Nuddea	" 26th	2.0	Rainy	Unfavorable; prospect of the crops not good. Crops very much damaged.	
30	Jessore	" 25th	7.8	Rainy and cloudy	On 25th Aurhany injured by floods.	
31	24-Pergunnahs	" 26th	3.8	Rainy and cloudy.	Good.	
32	Dacca	" 26th	2.0	Rainy and then dry.	Good.	
33	Dackergunge	" 10th	3.7	Rainy	Favorable.	
34	Furrudpore	" 26th	10.6	Very rainy	Good.	
35	Mymensing	" 19th	4.7	Rainy	Pahnapooter slightly risen again; rice being cut; other crops good.	
36	Sylhet	" 21st	7.3	Cool and wet	Fair.	
37	Cachar	" 19th	2.1	Mild	Excellent.	
38	Chattagong	" 18th	6.6	Very rainy	Generally good.	
39	Noakhully or Bulloah	" 18th	6.4	Very rainy	Good.	
40	Tippurah	" 19th	3.4	Cloudy and rainy.	Good.	
41	Hill Tracts of Chittagong	" 12th	3.8	Rain and sun	Fair.	
42	Cuttack	" 19th	1.7	Rainy	Favorable.	
43	Balasore	" 26th	2.3	Cloudy and close	Good.	
44	Pooros	" 18th	.0	Somewhat rainy	Generally good.	
45	Hazarceebangh	" 26th	.6	Favorable	Favorable.	

Number.	District.	Date of return from each district.	Rainfall at end-of station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
46	Lohardugga ...	Aug. 25th	4	Fine	Very favorable.	Earthquake at about 9½ A. M. on the 17th.
47	Maunbhoom ...	" 26th	1.4	Favorable	Good.	
48	Singbhoom ...	" 19th	3.3	Rainy	Very favorable.	
49	Durrung ...	" 19th	8.7	Rainy	Good	
50	Nowgong ...	" 19th	6.5	Very close	Crops almost wholly under water; great loss apprehended.	
51	Sebsaugor ...	" 19th	1	Dry and sultry	Great fears for the Amun for want of rain.	
52	Kamroop ...	" 19th	3	Pleasant	Favorable.	
53	Luckimpore ...	" 18th	1.2	Rainy	Promising well.	
54	Khasi and Jynteah Hills	" 18th	2.2	Dry and sultry	Bhadoi and Amun affected by want of rain.	
55	Naga Hills.	" 19th	3	Rainy	Amun suffers from want of rain.	
56	Julpigoree ...	" 19th	2.8	Rainy, but seasonable.	Healthy.	* No rain-gauge.
57	Gowalparah ...	" 19th	3.5	Healthy	Hill crops good; rice crops not likely to be good owing to want of rain.	
58	Garo Hills ...	" 19th	*	Seasonable	Fair, if rain continues to fall.	
59	Darjeeling ...	" 19th				
60	Cooch Behar ...	" 19th				

N.B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 29th August 1871.

R. H. WILSON,
Offg. Under-Secy. to the Govt. of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

Divisions.	Stations.	Rainfall from 31st July to 6th August 1871.	Rainfall from 7th to 18th August 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	3.50	Nil	42.78	20th Aug. 1871.	
	{ Jail ...	3.76	0.09	38.56	ditto.	
	False Point ...	6.90	Not received	41.90	13th Aug. 1871.	
	Jajpore ...	12.80	ditto	67.41	ditto.	
	Kendraparah ...	5.70	ditto	34.90	ditto.	
	Jugutsingapore ...	3.00	ditto	34.23	ditto.	
	Sumbulpore ...	5.54	ditto	32.97	ditto.	
	Balasore ...	4.03	0.00	41.42	20th Aug. 1871.	
	Bhuddruck ...	8.16	0.45	41.54	ditto.	
CENTRAL NAGPORE.	Pooree ...	1.02	0.78	38.88	ditto.	
	Khoordah ...	2.38	Not received	38.57	13th Aug. 1871.	
	Hazareebaugh ...	11.39	4.43	39.86	20th Aug. 1871.	
	Burhee ...	8.28	5.07	36.87	ditto.	
	Pachamba ...	6.78	3.77	43.21	ditto.	
	Ranchee ...	6.45	2.04	44.28	ditto.	
	Palamow ...	3.12	Not received	33.15	13th Aug. 1871.	
	Purulia ...	5.71	5.18	48.01	20th Aug. 1871.	
	Gobindpore ...	4.53	Not received	30.04	13th Aug. 1871.	From 12th June.
PATNA.	Chyebassia ...	12.00	ditto	42.16	ditto.	
	Patna ...	1.00	3.01	36.43	20th Aug. 1871.	
	Behar ...	3.64	3.78	42.65	ditto.	
	Barh ...	0.21	1.21	24.51	ditto.	
	Dinapore ...	2.80	3.48	31.07	ditto.	
	Gya ...	7.37	5.76	40.41	ditto.	
	Shorghotty ...	5.68	5.64	33.89	ditto.	
	Nowadah ...	8.58	5.40	39.30	ditto.	
	Arungabad ...	7.00	5.70	31.76	ditto.	
	Chumparun ...	2.30	3.71	27.78	13th Aug. 1871.	Not received 17th to 30th July. From 5th June.
	Bettiah ...	2.66	Not received	27.88	20th Aug. 1871.	
	Chuprah ...	10.13	4.76	40.88	ditto.	
	Sewan ...	5.88	5.08	39.33	ditto.	
	Mozufferpore ...	2.41	2.30	38.39	ditto.	
	Durbhanga ...	0.27	1.91	44.49	ditto.	
	Seetamarree ...	1.40	2.68	33.61	ditto.	Not received 5th and 6th August.
	Tajpore ...	3.60	1.70	32.79	ditto.	Not recorded 6th to 19th March.
	Mudhubani ...	0.70	1.73	28.95	ditto.	From 1st April.
	Ilajpore ...	0.78	2.21	21.72	ditto.	From 22nd May.
	Arrah ...	9.41	6.98	42.83	ditto.	
	Buxar ...	8.30	3.90	49.25	ditto.	
	Sasseram ...	4.15	5.16	33.31	ditto.	
	Bhubhoah ...	3.26	0.71	43.64	ditto.	
BHAUGPUR.	Benares ...	5.70	Not received	33.08	13th Aug. 1871.	
	Bhaugulpore ...	0.85	2.45	28.41	20th Aug. 1871.	
	Mudheypoorah ...	0.95	Not received	30.51	13th Aug. 1871.	Not received 10th to 16th July.
	Banka ...	1.09	ditto	30.65	ditto.	
	Soopool ...	Not received	1.80	1.80	20th Aug. 1871.	From 14th August.
	Moughyr ...	2.91	3.38	38.14	ditto.	
	Jamoon ...	1.81	3.50	30.73	ditto.	
	Begooesari ...	2.37	3.04	32.23	ditto.	
	Deoghur ...	3.55	5.97	46.37	ditto.	
	Jamtara ...	3.10	7.45	51.23	ditto.	From 13th Feb.
	Kajmehal ...	0.50	3.00	41.80	ditto.	From 12th Feb., and not received 20th and 21st May.
	Pakour ...	0.14	1.40	26.74	ditto.	From 21st May.
	Purneah ...	1.95	4.22	46.74	ditto.	
	Kishengungo ...	1.75	Not received	34.26	13th Aug. 1871.	From 13th June.
	Arraria ...	2.86	4.66	85.20	20th Aug. 1871.	From 20th June.
RAJSHAH.	Rampore Beaulah ...	0.28	6.17	54.30	ditto.	
	Nattore ...	0.71	Not received	53.01	13th Aug. 1871.	
	Bograh ...	0.85	5.59	64.23	20th Aug. 1871.	
	Dinapore ...	0.50	Not received	46.67	13th Aug. 1871.	
	Maldah ...	0.71	0.95	33.00	20th Aug. 1871.	
	Berhampore ...	2.66	3.61	47.71	ditto.	
	Jungipore ...	0.61	2.97	41.01	ditto.	
	Lalbagh ...	3.98	4.27	40.97	ditto.	From 10th Jan.
	Jamookandi ...	3.25	6.13	37.89	ditto.	From 17th April and not received 24th to 30th July.
	Pubna ...	1.64	3.03	55.45	ditto.	
	Coomercolly ...	Not received	Not received	5.02	23rd April 1871.	Not recorded from 1st May.
	Serajgunge ...	0.58	4.80	58.00	20th Aug. 1871.	
	Rungpore ...	0.50	2.40	64.60	ditto.	
	Rhowanigunge ...	0.35	Not received	45.63	13th Aug. 1871.	From 22nd January.
	Titilya ...	3.56	3.16	50.54	20th Aug. 1871.	
BUDHWAL.	Hurdwan ...	2.62	8.32	46.67	ditto.	
	Cutwa ...	1.62	5.02	44.21	ditto.	
	Culna ...	2.10	6.02	51.94	ditto.	
	Bood-Bood ...	4.35	9.27	51.20	ditto.	
	Bancoorah ...	2.03	5.27	47.92	ditto.	
	Raneegunge ...	4.28	4.58	41.06	ditto.	
	Sooree ...	2.43	8.23	42.35	ditto.	
	Hooghly ...	3.00	10.32	62.59	ditto.	
	Serampore ...	3.20	3.45	37.85	ditto.	From 20th Mar., and not received 17th to 23rd July.
	Jehanabad ...	Not received	Not received	30.37	27th April 1871.	From 21st April, and not received 10th to 16th July.
	Howrah ...	2.82	3.01	73.05	20th Aug. 1871.	
	Midnapore ...	3.38	4.03	52.59	ditto.	
	Contai { Dy. Collr.'s Office...	10.74	1.88	50.33	ditto.	
	{ Engr.'s Office ...	11.45	2.43	65.00	ditto.	
	Gurbetta ...	3.92	3.28	47.05	ditto.	From 6th February.
	Tumlook ...	Not received	Not received	46.18	16th July 1871.	

DIVISION.	Stations.	Rainfall from 31st July to 6th August 1871.	Rainfall from 7th to 13th August 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PENNINSULAR.	Kishnaghur ...	1.30	5.39	45.40	20th Aug. 1871.	
	Bongong ...	2.21	7.88	50.88	ditto.	
	Banaghat ...	3.42	8.90	45.86	ditto.	
	Meherpore ...	2.09	Not received	39.28	13th Aug. 1871.	
	Choodangah ...	1.65	5.65	61.35	20th Aug. 1871.	
	Kooahat ...	2.38	3.58	60.05	ditto.	
	Jessore ...	0.90	8.08	65.92	ditto.	
	Khoolnah ...	1.67	10.78	60.84	ditto.	From 16th February.
	Jenidah ...	1.61	4.00	66.31	ditto.	From 6th March.
	Nurail ...	0.52	4.84	49.95	ditto.	From 3rd April.
	Magoorah ...	0.12	3.16	32.85	ditto.	ditto.
	Bagirhaut ...	1.73	7.27	60.42	ditto.	ditto.
	Saugor Island ...	10.80	4.30	4.40	ditto.	
	Calcutta ...	2.26	2.58	71.15	ditto.	
	Alipore { Jail ...	2.06	2.43	70.54	ditto.	
	{ Hospital ...	2.84	2.77	75.65	ditto.	
	Barrackpore ...	Not received	Not received	67.24	6th Aug. 1871.	
	Dum-Dum ...	2.02	1.92	52.09	20th Aug. 1871.	
	Baraset ...	3.98	2.85	54.74	ditto.	
	Satkherah ...	1.83	5.54	50.88	ditto.	
	Buseerhant ...	1.61	4.78	58.95	ditto.	
	Diamond Harbour ...	2.09	4.28	67.60	ditto.	
	Barripore ...	2.03	2.73	66.44	ditto.	
Dacca.	Dacca { Telegraph Office ...	1.36	4.77	71.88	ditto.	
	{ Jail ...	1.10	3.50	67.10	ditto.	
	Burrisaul ...	0.89	6.07	60.87	ditto.	
	Dowlat Khan ...	3.51	9.04	76.04	ditto.	
	Perseepore ...	1.53	13.88	70.51	ditto.	
	Madariপুর ...	0.76	7.68	57.53	ditto.	Not received 10th to 16th July.
	Furzedpore ...	0.39	6.70	70.48	ditto.	
	Goalundo ...	0.28	3.41	37.14	ditto.	From 5th June.
	Mymensing ...	0.65	4.04	77.70	ditto.	
	Jamalpur ...	0.46	5.95	58.95	ditto.	Not received 19th to 26th June.
	Atteah ...	Nil	1.33	77.00	ditto.	
	Kishoregunge ...	2.60	Not received	75.73	13th Aug. 1871.	
	Sylhet ...	5.11	7.28	96.27	20th Aug. 1871.	
	Cachar ...	2.55	Not received	61.94	13th Aug. 1871.	
CHITTAGONG.	Hylakandy ...	1.15	ditto	60.60	ditto.	Not received 10th to 23rd July.
	Koyah ...	6.95	ditto	73.74	ditto.	Not received 17th to 23rd July and 31st July to 6th August.
	Chittagong { Telegraph Office ...	1.20	7.70	77.38	20th Aug. 1871.	
	{ Jail ...	1.09	6.52	81.25	ditto.	
	Cox's Bazar ...	3.41	Not received	117.25	13th Aug. 1871.	
	Rangamata Hill ...	3.55	ditto	60.38	ditto.	
	Noakhally ...	2.11	7.75	89.66	20th Aug. 1871.	
	Tipperah ...	0.47	4.15	74.47	ditto.	
	Brahmanbariah ...	3.57	Not received	75.07	13th Aug. 1871.	
	Akyab ...	5.80	11.60	154.50	20th Aug. 1871.	
COCK BUREAU.	Buxa ...	1.96	8.88	124.97	ditto.	
	Gowalparah ...	3.35	Not received	69.92	13th Aug. 1871.	
	Dhoobree ...	0.80	ditto	43.61	ditto.	Not recorded 27th Feb. to 5th March.
	Tura (Garo Hills) ...	1.00	ditto	70.08	ditto.	
	Darjeeling { Telegraph Office ...	Not received	ditto	70.60	31st July 1871.	
	{ Hospital ...	4.80	6.98	79.09	20th Aug. 1871.	
	Rungbee ...	Not received	Not received	56.50	30th June 1871.	
	Palacottah ...	ditto	ditto	43.97	6th Aug. 1871.	
	Julpigouree ...	2.23	3.58	64.18	20th Aug. 1871.	
	Boda ...	0.58	Not received	41.83	13th Aug. 1871.	Not received 31st July to 6th Aug.
ARUN.	Tezporo ...	1.75	ditto	58.31	ditto.	
	Nowgong ...	9.17	ditto	63.33	ditto.	
	Mungledyo ...	Not received	ditto	42.91	6th Aug. 1871.	From 30th January.
	Burpettah ...	2.33	ditto	56.85	13th Aug. 1871.	
	Gowhaty ...	1.32	ditto	40.38	ditto.	
	Sechaugor ...	7.00	ditto	76.80	ditto.	
	Jorehaut ...	4.40	ditto	63.21	ditto.	From 27th February.
	Golaghat ...	2.02	ditto	70.45	ditto.	
	Nazorah ...	7.01	ditto	71.51	ditto.	
	Debrooghur ...	3.43	ditto	75.64	ditto.	
	Suddya ...	Not received	ditto	59.31	30th June 1871.	
	Shillong ...	0.56	ditto	47.37	13th Aug. 1871.	
ARUN.	Cherrapunjee ...	6.56	ditto	213.10	ditto.	From 18th February.
	Jowai ...	2.77	ditto	80.21	ditto.	
	Samooogoodtung ...	Not received	ditto	30.62	6th Aug. 1871.	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 26th August 1871.

Meteorological Telegraphic Report for the period 20th to 26th August 1871.

STATIONS	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Augt.											
	20th	10	29.693	29.711	85.2	80.2	79	S S W	...	...	S	
	16		29.616	29.634	85.2	82.3	89	S S W	...	...	S	
	21st	10	29.696	29.714	83.0	82.0	85	S by W	...	...	.....	o, d
	16		29.687	29.695	87.0	82.4	81	S by W	...	0.63	S	
	22nd	10	29.704	29.722	81.0	79.6	93	S S W	...	2.13	.....	o
	16		29.582	29.600	86.0	81.6	81	S W	...	0.09	K	
	23rd	10	29.689	29.707	83.5	79.8	85	W	...	0.02	S, CK	
	16		29.593	29.611	86.5	81.0	77	W by S	...	...	S	
	24th	10	29.718	29.736	83.4	77.6	76	W by S	...	...	CS	
	16		29.621	29.639	87.1	81.0	74	W	...	...	C, K	
	25th	10	29.760	29.778	81.4	79.8	81	S S W	...	...	S, C	
SARON ISLAND.	20th	10	29.720	29.726	87	84	87	S S W	15.1*	...	N	b
	16		29.628	29.634	87	83	83	S S W	18.3*	...	N	o
	21st	10	29.723	29.729	86	82	87	S S W	16.9*	0.10	N	o, u, u
	16		29.614	29.620	87	83	83	S	21.0*	...	N	b
	22nd	10	29.714	29.722	86	81	83	S	8.4*	0.10	N	o, u
	16		29.597	29.603	88	82	83	S S W	17.1*	...	N	m, o, u
	23rd	10	29.701	29.707	87	83	83	S W	8.7*	0.10	N	b, m
	16		29.614	29.620	86	81	79	S	10.3*	...	N	m, o
	24th	10	29.740	29.746	81	82	91	S W	9.2*	...	N	b, m, u
	16		29.635	29.641	87	82	79	S	5.0*	...	N	b, m, u
	25th	10	29.774	29.780	86	82	83	W	13.8*	...	K	b, m
	16		29.667	29.673	88	81	72	S S E	6.3*	...	N	o
CHITTAGONG.	20th	10	29.658	29.708	83	78	78	K S E	9.8*	...	K, KS	u
	16		29.549	29.699	82	78	82	W	14.5*	...	K, KS	d, g
	21st	10	29.696	29.698	77	76	95	E	8.1*	0.80	N	d, u, g
	16		29.617	29.748	78	76	90	S	5.3*	1.20	N	r, g
	22nd	10	29.676	29.788	77	76	95	E S E	6.1*	3.20	N	
	16		29.579	29.689	82	70	87	S W	11.4*	...	K, KS	r, o
	23rd	10	29.669	29.741	77	70	95	S W	7.3*	1.70	N	b
	16		29.579	29.689	82	78	82	S	11.1*	...	CK, C	
	24th	10	29.698	29.808	83	79	83	S E	6.9*	...	CK, KS	
	16		29.614	29.724	86	80	79	S	12.7*	...	CK, CS	b
	25th	10	29.716	29.826	84	80	83	S W	4.5*	...	CK, K, C	b
	16		29.624	29.734	85	79	75	S W	9.4*	...	KS, C	b
MADRAS.	20th	10	29.776	29.886	81	79	79	S W	3.0*	...	K, C	b
	16		29.627	29.737	83	79	83	S W	10.5*	...	K, CK, C	b
	20th	10	29.829	29.859	91	76	47	W	5*	...	.....	b
	16		29.715	29.745	90	78	56	E	10*	...	.....	bc
	20th	10	29.840	29.870	90	79	59	S S W	10*	0.12	.....	bc
	16		29.746	29.776	87	78	66	K S E	11*	...	.....	b
	21st	10	29.836	29.846	91	78	53	S W	10*	...	.....	b
	16		29.732	29.782	91	70	56	S E by S	10*	...	.....	bc
	22nd	10	29.831	29.861	90	75	47	W	10*	...	.....	b, m
	16		29.728	29.758	90	76	50	E N E	9*	...	.....	bc
	23rd	10	29.807	29.837	92	76	46	W	9*	...	.....	b, m
	16		29.648	29.718	89	76	62	N E	10*	...	.....	bc
CUTTACK.	20th	10	29.829	29.859	91	76	47	S by W	9*	...	.....	bc
	16		29.717	29.747	89	77	58	E S E	15*	...	.....	bc
	21st	10	29.850	29.880	91	76	47	S by W	12*	...	.....	b, m
	16		29.766	29.786	87	78	65	E	8*	...	.....	bc
	20th	10	29.674	29.760	89	78	59	S S W	0.3*	...	CK, KS	cloudy
	16		29.567	29.618	90	80	83	S W	0.6*	...	KS	cloudy
	21st	10	29.679	29.701	85	79	75	S W	0.3*	...	CK	cloudy
	16		29.610	29.692	83	78	78	S W	0.7*	...	N	u
	22nd	10	29.682	29.764	85	79	75	S W	0.1*	...	C	dewy
	16		29.580	29.663	82	76	74	S S W	0.5*	...	N	o, d
	23rd	10	29.659	29.741	87	79	68	W S W	0.3*	...	KS	fair
	16		29.558	29.619	81	78	63	W S W	0.4*	...	N	fair
ARAB.	20th	10	29.696	29.778	88	79	65	W S W	0.1*	0.10	KS	fair
	16		29.592	29.673	91	82	66	W S W	0.2*	...	KS, N	fair
	21st	10	29.736	29.808	87	80	72	W S W	0.1*	...	C, K	fair
	16		29.682	29.703	91	80	60	W	0.6*	...	K	fair
	20th	10	29.810	29.825	81	77	82	S	1	...	K, S	g
	16		29.718	29.738	82	78	82	S W	1	...	K, KS, C	d w
	21st	10	29.822	29.837	80	78	91	S	1	0.10	KS	m, o
	16		29.725	29.740	83	80	87	S W	1	0.10	K, KS	d
	22nd	10	29.803	29.818	80	78	91	W	1	0.50	K, KS	d
	16		29.703	29.718	80	78	91	E N E	1	0.10	N, KS	r
	23rd	10	29.771	29.786	77	78	95	E	1	1.70	N	g
	16		29.691	29.706	77	75	90	E	1	1.70	CS, K	r
ARAB.	20th	10	29.801	29.816	77	76	90	S E	1	0.40	KS, N	g
	16		29.693	29.708	80	78	91	S	1	0.30	K, KS	g
	21st	10	29.797	29.812	82	78	82	E	1	...	C, K, KS, CK	b
	16		29.705	29.720	83	80	87	W	1	0.10	C, CS, K	g
	22nd	10	29.840	29.855	77	75	90	S E	1	3.40	K, CK, KS	g
	16		29.728	29.743	82	77	78	S S W	1	...	K, CS	b

* Velocity of wind in miles per hour.

CALCUTTA,
The 26th August 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

**Abstract of the Results of the Hourly Meteorological Observations taken
at the Surveyor-General's Office, Calcutta, in the month of
July 1871.**

LATITUDE 22° 53' 1" north, longitude 88° 20' 34" east. Height of the cistern of the standard barometer above the sea-level, 18.11 feet.

MONTHLY RESULTS.

			Inches.
Mean height of the barometer for the month	...	...	29.551
Max. height of the barometer occurred at 11 A.M. on the 13th	...	...	29.724
Min. height of the barometer occurred at 4 P.M. on the 30th	...	...	29.359
Extreme range of the barometer during the month	...	...	0.365
Mean of the daily max. pressures	...	...	29.606
Ditto ditto min. ditto	...	...	29.492
Mean daily range of the barometer during the month	...	...	0.114
<hr/>			
Mean dry bulb thermometer for the month	...	...	82.5
Max. temperature occurred at 1 P.M. on the 29th	...	...	90.5
Min. temperature occurred at 6 A.M. on the 2nd	...	...	75.5
Extreme range of the temperature during the month	...	...	15.0
Mean of the daily max. temperature	...	...	86.8
Ditto ditto min. ditto	...	...	79.4
Mean daily range of the temperature during the month	...	...	7.4
<hr/>			
Mean wet bulb thermometer for the month	...	...	80.0
Mean dry bulb thermometer above mean wet bulb thermometer	...	...	2.5
Computed mean dew-point for the month	...	...	78.2
Mean dry bulb thermometer above computed mean dew-point	...	...	4.3
			Inches.
Mean elastic force of vapour for the month	...	...	0.946
			Troy grain.
Mean weight of vapour for the month	...	...	10.17
Additional weight of vapour required for complete saturation	...	...	1.47
Mean degree of humidity for the month, complete saturation being unity	...	...	0.87
			°
Mean max. solar radiation thermometer for the month	...	...	137.2
			Inches.
Rained 30 days,—max. fall of rain during 24 hours	...	...	3.25
Total amount of rain during the month	...	...	15.93
Total amount of rain indicated by the gauge* attached to the anemometer during the month	...	...	14.77
Prevailing direction of the wind	...	...	S by E, S & S S W.

* Height, 70 feet 10 inches above ground.

The 25th August 1871.

GOPEENAUTH SEN,
In charge of the Observatory.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 12th August 1871, on 1,279½ miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.			
		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.	
Total traffic for the week ...	83,297	94,436 15 8	8,656 14 5	517,176 0	1,59,174 5 0	14,500 19 7	23,247 14 0	
Or per mile of railway ...	...	73 12 11	6 15 4	...	124 6 6	11 8 1	18 3 5	
For previous 5 weeks of half-year	446,266	5,40,565 7 9	49,551 16 9	2,063,099 10	13,21,083 9 0	121,000 6 6	170,651 3 3	
Total for 6 weeks ...	531,563	6,35,002 7 0	58,208 11 2	2,580,295 10	14,80,257 14 0	135,690 6 1	193,905 17 3	
COMPARISON.								
Total for corresponding week of previous year ...	86,135½	1,04,758 8 8	9,602 16 9	431,781 30	3,38,545 4 9	31,033 8 4	40,636 8 1	
Per mile of railway corresponding week of previous year ...	...	92 9 4	8 9 9	...	269 3 2	27 8 6	35 18 3	
Total to corresponding date of previous year ...	564,931½	6,97,646 14 4	63,960 6 0	3,122,585 10	21,16,185 10 5	193,963 18 5	287,963 10 8	

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 12th August 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	2,992	7,163 13 6	656 13 9	25,797 30	7,206 9 6	600 12 1	1,317 5 10
Or per mile of railway ...	...	32 2 0	2 18 11	...	32 5 1	2 10 3	5 18 2
For previous 5 weeks of half-year...	18,480½	44,249 13 8	4,056 4 9	184,678 30	41,452 6 8	3,797 19 4	7,854 4 1
Total for 6 weeks ...	21,472½	51,413 11 2	4,712 18 6	210,476 20	48,638 15 9	4,458 11 5	9,171 9 11
COMPARISON.							
Total for corresponding week of previous year ...	3,140½	8,077 13 4	740 9 5	16,726 0	5,423 6 8	497 2 11	1,237 12 4
Per mile of railway corresponding week of previous year ...	...	36 3 7	3 6 5	...	24 5 1	2 4 7	5 11 0
Total to corresponding date of previous year ...	21,210½	54,406 11 5	4,987 5 8	116,908 0	35,867 11 0	3,287 17 5	8,275 3 1

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended the 12th August 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	20,380	13,532 3 8	1,245 0 8	160,216 8	65,856 7 9	6,036 16 11	7,261 17 7
Or per mile of railway ...	169	86 12 7	7 19 1	1,024 0	420 12 11	39 11 6	46 10 7
For previous 6 weeks of half-year...	146,510½	81,128 13 11	7,436 10 2	572,274 27	2,11,008 15 11	19,397 9 9	26,834 5 11
Total for 7 weeks ...	172,909½	94,711 0 7	8,081 16 10	732,490 35	2,77,465 7 8	25,434 6 8	34,116 3 6
COMPARISON.							
Total for corresponding week of previous year ...	22,381	10,947 3 1	1,003 9 9	68,530 28	15,542 0 4	1,424 13 9	2,489 3 6
Per mile of railway corresponding week of previous year ...	168	90 10 7	8 17 3	605 0	137 3 10	12 11 7	21 8 10
Total to corresponding date of previous year ...	164,111½	79,184 14 0	7,258 12 4	583,995 39	97,615 9 2	8,946 1 11	16,806 14 3

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 12th August 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	4,539	719 15 6	71 19 11	10,446 20	336 10 0	32 13 4	104 13 3
Or per mile of railway ...	162	25 11 9	3 11 3	373 18	11 10 8	1 8 4	3 14 7
For previous 19 weeks of half-year	120,995½	22,460 10 9	2,246 1 4	190,036 0	5,785 2 6	578 10 8	2,634 11 7
Total for 20 weeks ...	125,534½	23,180 10 3	2,318 1 3	200,482 20	6,111 12 6	611 3 7	2,939 4 10
COMPARISON.							
Total for corresponding week of previous year ...	4,551½	746 3 0	74 12 3	6,777 20	301 12 0	29 3 8	94 13 9
Per mile of railway corresponding week of previous year ...	163	26 10 4	2 13 3	242 0	7 3 3	0 14 5	3 7 8
Total to corresponding date of previous year ...	110,784	18,885 11 3	1,888 11 5	205,450 23	7,180 13 3	718 1 8	2,906 13 1

No. 36

of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, SEPTEMBER 6, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Administration Report of the Dacca Municipality for 1870 71.

From F. B. SIMSON, Esq., Commissioner of the Dacca Division, to the Officiating Secretary to the Government of Bengal, Judicial Department,—(No. 183, dated Dacca, the 16th August 1871.)

I HAVE the honor to submit herewith copy of an annual administration report and a statement of actual receipts and expenditure of the Dacca municipality for the year 1870-71.

2. I have very little to write on the report. The chairman has not remarked upon the attendance of the members at municipal meetings; but I may say that throughout the year there has been no complaint from the newspapers or individuals, and if anything worthy of animal version had occurred, this silence would certainly have been broken. The attention of the committee lately has been chiefly directed to the proposed improvements of the town, for which the Government of India has authorized advance of funds. This is the subject of separate correspondence.

From D. R. LYALL, Esq., Chairman of the Municipal Commissioners, Dacca, to the Commissioner of the Dacca Division,—(No. 56, dated Dacca, the 26th May 1871.)

I HAVE the honor to submit the following account of the receipts and disbursements of the Dacca municipality for the year ended 31st March 1871.

2. In the accompanying statement the total receipts will be found to amount to Rs. 47,646. The collections of house tax have realized Rs. 34,400, a sum which may be considered a fair result. Arrears under this head include one important item, viz. the tax due on Government buildings, amounting nearly to Rs. 2,000; but they will be speedily realized in full or written off as unrealizable.

3. The sum of Rs. 3,500 (which is considerably in excess of amount collected last year) has been realized on account of wheel tax. Additional agency has been employed for the collection of this tax, the work being too much for one man, and arrears—which amounted at close of the year to Rs. 2,557—have rapidly diminished. The vice-chairman has given his special attention to this point.

4. Ferries have been let at an enhanced rent for the ensuing year, and all arrears have been paid up, the total sum realized for 1870-71 being Rs. 3,860. Other minor receipts accruing from pound, bazar rents, &c., have almost fully realized the sum estimated for each.

5. The expenditure for the past year has amounted to Rs. 45,600, a balance of Rs. 2,007 having been carried to next year's account.

6. The municipality has no debts outstanding, and I have the honor to report that the administration of its funds, according to disbursements shown in accompanying statement, has met with careful consideration.

7. The improvement of the sanitary state of the city has been under the frequent consideration of the committee, everything as far as available funds permitted having been done to this desirable end.

8. The Act has been worked regularly, and many nuisances have been removed. 2,200 notices have been issued, and 650 summonses served on offenders against Act and by-laws.

9. The roads of the city have kept in good repair, and about a mile of new road-work has been finished, good materials having been laid to an average depth of five inches. The balance in hand enables us to have the roads put at once into proper order, whereas in former years there has been delay from want of funds. In this balance the Government contribution of Rs. 500 on damage done by elephants is included, it having not yet been spent.

10. The expense of collection is about 11 per cent., owing to the large amount of small items. I see no means of decreasing this.

Statement of the actual receipts and expenditure of the Dacca Municipality for the year 1870-71.

RECEIPTS.

			Rs.	As.	P.
Balance of last year			216	9	1
Amount collected on account of the rate of $7\frac{1}{2}$ per cent. upon the annual value of houses, buildings, and lands			34,477	2	6
Ditto ditto of tax on carriages, horses, and elephants			3,564	8	0
Ditto ditto of fines, &c., under Act III of 1864			192	6	3
Ditto ditto of rent of Committee gunj Bazar			1,477	13	0
Ditto ditto of rent of Company's garden			160	0	0
Ditto ditto of rent of the upper story of municipal office			500	0	0
Ditto ditto of license fees			202	0	0
Ditto ditto of miscellaneous receipts			1,336	10	3
Ditto ditto of fees			15	1	0
Ditto ditto of ferries			3,860	1	0
Ditto ditto of pounds			1,644	12	9
Total			47,646	15	10

EXPENDITURE.

	Rs.	As.	P.
Charges incurred in the collection of tax on carriages and horses, &c., and of the rate of $7\frac{1}{2}$ per cent. upon the annual value of houses, buildings, and lands ...	4,298	15	3
Conservancy charges ...	7,763	2	9
Amount paid for the maintenance of the city police ...	16,501	1	0
Ditto for repair of committee's tiled huts ...	208	13	3
Ditto for filling up tanks and hollows ...	66	4	0
Ditto for construction of four filth carts ...	409	7	0
Ditto for surface drainage ...	8	6	3
Ditto for repair to bridges and culverts ...	362	2	9
Ditto for construction of six conservancy carts ...	712	8	0
Ditto for purchase of four bullocks ...	100	0	0
Amount expended for new metalling roads—			
I. Road leading from sudder pound to Koonjoo Baboo's house ...	1,008	3	9
II. Dig Bazar road ...	702	3	3
III. Beygum Bazar road ...	386	13	3
IV. Panioty's Lane road ...	478	1	6
V. Steamer ghaut road ...	267	1	6
VI. Road leading from the south of the sudder ameen's court to the south of the judge's court ...	264	2	6
Amount paid for metalling the bund road with rubbish ...	169	8	0
Ditto for repair of the existing roads ...	426	8	3
Ditto as vaccination charges ...	360	0	0
Amount laid out for petty miscellaneous works ...	62	12	6
Ditto for watering the streets ...	1,734	1	3
Establishment of the office of the municipal commissioners constituted under Act III of 1864 ...	4,150	14	6
Contingencies of the office of the municipal commissioners, viz:—			
	Rs.	As.	P.
Printing charges ...	290	11	0
Law charges ...	210	11	0
Miscellaneous ...	184	14	6
	686	4	6
Establishment entertained for the repairs of roads ...	4,511	13	9
Balance on the 31st of March 1871 ...	2,007	11	1
Total ...	47,646	15	10

DACCA MUNICIPALITY,
1st 26th May 1871.

D. R. LYALL,
Commissioner.

Statement showing Rainfall, Weather, and State and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 2nd September 1871.

Number.	District.	Date of return from each district.	Rainfall at Sud-der Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
1	Bhaugulpore	... Sept. 1st	·6	Favorable ...	Good, the heavy floods subsiding.	
2	Monghyr	... „ 2nd	2·4	Fair ...	Bhadoi very much injured. Amun pretty fair now.	
3	Purneah	... Aug. 26th	8·8	Rain and sun ...	Both Bhadoi and Aughany are much injured by the floods.	
4	Rajmehal	... Sept. 2nd	4·1	Rains and storms	No change.	
5	Deoghur	... „ 2nd	1·2	Favorable	Bhadoi 4 annas loss.	
6	Nya Doomka	... „ 2nd	3·8	Dry	Very favorable all round.	
7	Godda	... Aug. 26th	*	Cool and cloudy	Bhadoi gone, late rice excellent.	*No rain gauges.
8	Pakour	... Sept. 2nd	·6	Seasonable ...	No change.	
9	Jamtara.					
10	Patna	... „ 2nd	1·6	Rainy and cloudy	Bhadoi almost entirely lost by floods and continual rain; rice also considerably damaged.	
11	Gya	... „ 2nd	·4	Seasonable ...	Bhadoi injured; rice good.	
12	Chumparun	... Aug. 25th	4·2	Cool ...	Bhadoi excellent. Aughany sown.	
13	Sarun	... „ 26th	3·	Wet and unfavorable.	Bhadoi and Aughany hopelessly injured by the excessive rains and the floods of the Ganges.	
14	Shahabad	... Sept. 2nd	1·4	Rather rainy ..	Bhadoi half destroyed; rice promises well.	
15	Tirhoot	... „ 2nd	2·7	Rain and cloudy	Hopeful, but some damage has been done by floods Ganges, Bhagiruthce, and Gunduck daily rising	
16	Rajshahye.					
17	Bogra	... Aug. 25th	5·2	Unpromising ...	Favorable.	
18	Dinapore	... „ 26th	5·9	Thunder and lightning.	Favorable.	
19	Maldah	... „ 26th	2·9	Rainy	Good, but partially injured by inundation.	
20	Moorshedabad	... Sept. 2nd	1·4	Rainy ...	Gloomy. Floods have done further damage.	
21	Pubna	... Aug. 26th	3·1	Seasonable ...	Ous slightly injured; Amun good.	
22	Rungpore	... „ 26th	6·6	Rainy ...	The rain has done good to the crops.	
23	Burdwan	... Sept. 2nd	5·1	Rainy and fair.	Ous much damaged; Amun good.	
24	Bancoorah	... „ 2nd	·8	Hot	Favorable.	
25	Beerbhoom	... „ 2nd	2·7	Rain and sun ...	Good.	
26	Hooghly	... „ 2nd	2·	Fair	Favorable, with partial damage to the early crops.	
27	Howrah	... „ 2nd	2·	Favorable	Favorable.	
28	Midnapore	... „ 1st	1·8	Favorable	Good where there have been no floods.	
29	Nuddea	... „ 2nd	2·6	Generally fair ..	1/3rd of the Ous and 1/3rds of the Amun will be lost owing to the floods, which are daily increasing	
30	Jessore	... „ 1st	1·7	Cloudy and hot...	Ous partly damaged, and Amun almost gone, being mostly under water.	
31	24-Pergunnahs	... „ 2nd	·7	Rainy and cloudy	Good generally.	
32	Dacca					
33	Backergunge	... Aug. 26th	5·5	Rain and sun ...	Favorable.	
34	Furreedpore					
35	Mymensingh	... „ 26th	5·8	Rainy	Excellent.	
36	Sylhet,	... „ 26th	12·4	Very wet and cool.	Rains will benefit the crops.	
37	Cachar	... „ 26th	5·1	Mild	Good. Ous partly damaged.	

Number.	District.	Date of return from each district.	Rainfall at Standard Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
38	Chittagong. ...	Aug. 25th	7.4	Very rainy ...	No injury to the crops.	
39	Noakhally or Bulloah ...	" 25th	6.5	Rainy ..	Good.	
40	Tipperah ...	" 26th	9.6	Rainy ...	Good.	
41	Hill Tracts of Chittagong ...	" 19th	2.5	Rain ...	Rice good; cotton thriving.	
42	Cuttack ...	" 26th	.3	Fine ...	Good.	
43	Balasore ...	Sept. 2nd	.3	Good ...	Excellent.	
44	Pooree ...	Aug. 25th	.2	Not good ...	Very fair.	
45	Hazareebangh ...	Sept. 2nd	.9	Favorable ...	Favorable.	
46	Lohardugga ...					
47	Maunbhoom ...	Sept. 2nd	2.9	Very favorable	Good.	
48	Singbhoom ...	Aug. 26th	.7	Seasonable ...	Very favorable.	
49	Durrung ...	" 26th	8.2	Rain and sun ...	Fair.	
50	Nowgong ...	" 26th	20.5	Rainy ...	Favorable, but in some places floods have done injury.	
51	Seelsaugor. ...	" 26th	13.6	Very damp, worm, and unhealthy.	Good, but some damage by floods.	
52	Kamroop ...	" 26th	7.1	Rainy ..	Rains have done good.	
53	Luckimpore. ...	" 26th	3.6	Rainy and cloudy	Satisfactory.	
54	Khasi and Jynteah Hills. ...	" 26th	5.7	Rainy ...	Promising well.	
55	Naga Hills. ...					
56	Julpigoree ...	" 26th	11.	Wet ...	Rains have done good.	
57	Gowalparah ...	" 26th	5.1	Rainy ..	Cultivation going on.	
58	Garo Hills ...	" 26th	10.3	Seasonable ...	Healthy.	
59	Darjeeling ...	" 26th	10.8	Rainy ..	No change.	
60	Cooch Behar ...	" 26th	*	Seasonable ..	Good.	No rain gauge.

N. B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 5th September 1871.

C. BERNARD,
Offg Secy. to the Govt. of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISION.	Stations.	Rainfall from 14th to 20th August 1871.	Rainfall from 21st to 27th August 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	Nil	0.10	42.88	27th Aug. 1871.	
	{ Jail ...	0.00	0.25	38.81	ditto.	
	False Point ...	0.20	Not received	44.10	20th Aug. 1871.	
	Jajipore ...	1.25	1.14	70.10	27th Aug. 1871.	
	Kendraparah ...	0.40	Nil	35.30	ditto.	
	Jugutsaingapore ...	0.20	1.40	35.83	ditto.	
	Sumbulpore ...	Not received	Not received	32.07	13th Aug. 1871.	
	Balasore ...	0.90	2.18	41.00	27th Aug. 1871.	
	Bhuddruck ...	0.45	0.32	41.80	ditto.	
CHOTA NAGPORE.	Poorca ...	0.78	1.20	40.08	ditto.	
	Khoordah ...	0.71	4.29	43.57	ditto.	
	Hazareebaugh ...	4.43	0.41	40.27	ditto.	
	Birhee ...	5.07	1.50	38.37	ditto.	
	Pachamba ...	3.77	2.85	46.06	ditto.	
	Ranchee ...	2.04	3.27	47.53	ditto.	
	Palamow ...	3.57	2.52	39.24	ditto.	
	Purulia ...	5.18	4.18	53.09	ditto.	
	Golmulpore ...	5.09	4.76	40.80	ditto.	From 12th June.
PATNA.	Chyabassa ...	0.80	0.09	43.74	ditto.	
	Patna ...	3.01	2.72	30.14	ditto.	
	Behar ...	3.78	1.04	44.59	ditto.	
	Barh ...	1.21	1.13	25.64	ditto.	
	Dinapore ...	3.18	0.33	40.40	ditto.	
	Gya ...	5.76	1.38	41.79	ditto.	
	Sherghotty ...	5.04	3.02	37.01	ditto.	
	Nowadah ...	5.40	0.07	39.99	ditto.	
	Arungabad ...	5.70	1.26	33.02	ditto.	
BHAGULPORE.	Chunparan ...	3.71	Not received	20.20	20th Aug. 1871.	
	Bettiah ...	0.75	ditto	28.01	ditto.	From 5th June.
	Chunprah ...	4.75	2.90	49.58	27th Aug. 1871.	
	Sewan ...	5.08	0.00	45.99	ditto.	
	Mozufferpore ...	2.30	1.80	40.19	ditto.	
	Durbhangah ...	1.91	0.18	53.67	ditto.	
	Seetamarree ...	2.68	7.93	41.47	ditto.	
	Tajpore ...	1.70	2.00	31.79	ditto.	Not recorded 6th to 19th March.
	Mudhubani ...	1.73	11.09	40.04	ditto.	From 1st April.
BHAGULPORE.	Hajpore ...	2.21	3.43	25.15	ditto.	From 22nd May.
	Arrah ...	0.06	5.70	49.53	ditto.	
	Buxar ...	3.90	4.58	53.83	ditto.	
	Sasaram ...	5.16	2.60	35.91	ditto.	
	Bhubhoah ...	0.71	2.31	45.95	ditto.	
	Banares ...	4.05	2.50	39.63	ditto.	
	Bhaugulpore ...	2.45	0.03	29.33	ditto.	
	Mudheypoorah ...	1.22	0.40	42.23	ditto.	
	Banka ...	0.44	3.17	34.26	ditto.	From 14th August.
BHAGULPORE.	Soopool ...	1.89	12.25	14.14	ditto.	
	Monghyr ...	3.36	5.49	43.98	ditto.	
	Jamoon ...	3.50	2.30	39.03	ditto.	
	Hegoonari ...	3.04	1.54	33.77	ditto.	
	Deoghur ...	5.97	1.74	48.11	ditto.	From 13th Feb
	Jamtara ...	7.45	4.10	55.33	ditto.	From 12th Feb., and not received
	Itamchal ...	3.00	0.20	48.00	ditto.	20th and 21st May.
	Pakour ...	1.40	5.30	32.04	ditto.	From 21st May.
	Purneah ...	4.22	0.71	58.45	ditto.	
BHAGULPORE.	Kishengunge ...	4.06	Not received	38.32	20th Aug. 1871.	From 13th June.
	Arraria ...	4.08	5.24	40.44	27th Aug. 1871.	From 26th June.
RAJSHAHY.	Rampore Beaulah ...	6.17	5.70	60.00	ditto.	
	Nattore ...	1.87	3.99	58.87	ditto.	
	Bograh ...	5.59	0.50	70.72	ditto.	
	Dinapore ...	4.44	4.99	56.10	ditto.	
	Maldah ...	0.05	2.71	36.31	ditto.	
	Berhampore ...	3.04	2.44	50.15	ditto.	
	Jungipore ...	2.07	3.53	45.14	ditto.	From 16th Jan.
	Lalbagh ...	4.27	2.74	43.71	ditto.	From 17th April.
	Jamookandi ...	6.13	4.00	44.88	ditto.	
BURDWAR.	Pubna ...	3.03	2.28	57.73	ditto.	
	Seraingunge ...	4.80	2.08	60.08	ditto.	
	Rungpore ...	2.40	6.10	70.70	ditto.	
	Bhowanungunge ...	2.33	3.24	51.20	ditto.	From 22nd January.
	Titalya ...	3.16	7.06	57.60	ditto.	
	Burdwan ...	8.32	3.91	50.58	ditto.	
	Cutwa ...	5.02	3.44	47.05	ditto.	
	Oulna ...	0.03	2.03	53.07	ditto.	
	Hood-Hood ...	9.27	3.93	55.13	ditto.	
BURDWAR.	Bancoorah ...	6.27	2.17	50.09	ditto.	
	Raneegunge ...	4.58	4.22	45.28	ditto.	
	Sooree ...	8.23	3.74	46.08	ditto.	
	Hooghly ...	10.32	1.90	64.49	ditto.	
	Serampore ...	3.45	3.75	42.08	ditto.	
	Jehanabad ...	Not received	Not received	30.37	23rd July 1871	From 20th Mar.
						From 21st April, and not received
						10th to 16th July.
	Howrah ...	3.01	2.02	75.07	27th Aug. 1871.	
BURDWAR.	Midnapore ...	4.03	3.20	55.79	ditto.	
	Contai { Dy. Coll. Office ...	1.88	0.31	59.04	ditto.	
	{ Engg. Office ...	2.48	0.52	66.12	ditto.	
	Gurkutta ...	3.28	2.04	49.09	ditto.	From 6th February.
	Banshat ...	4.37	1.07	63.19	ditto.	

DIVISION.	Stations.	Rainfall from 14th to 20th August 1871.	Rainfall from 21st to 27th August 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnaghar ...	5.29	3.00	48.40	27th Aug. 1871.	
	Bongong ...	7.86	Not received	57.08	20th Aug. 1871.	
	Banaghat ...	3.90	2.19	48.05	27th Aug. 1871.	
	Meherpore ...	2.43	Not received	41.71	20th Aug. 1871.	
	Choodangah ...	5.55	ditto	61.35	ditto.	
	Kooshteah ...	3.56	3.07	63.12	27th Aug. 1871.	
	Jessore ...	8.06	4.31	70.23	ditto.	
	Khoolnah ...	10.76	2.01	62.85	ditto.	From 16th February.
	Jenidah ...	4.61	7.44	73.75	ditto.	From 6th March.
	Nurail ...	4.84	1.08	51.03	ditto.	From 3rd April.
	Magoorah ...	3.16	2.27	35.22	ditto.	ditto.
	Bagirhaut ...	7.27	3.07	64.39	ditto.	ditto.
	Saugor Island ...	4.70	0.50	73.40	ditto.	
	Calcutta ...	2.56	2.87	75.25	ditto.	
	Alipore { Jail ...	2.43	2.92	70.16	ditto.	
	{ Hospital ...	2.77	2.56	78.21	ditto.	
	Barrackpore ...	Not received	Not received	65.24	6th Aug. 1871.	
	Dum-Dum ...	1.92	ditto	52.09	20th Aug. 1871.	
	Baraset ...	2.85	ditto	51.74	ditto.	
	Satkerah ...	5.54	ditto	59.88	ditto.	
Dacca.	Busseorhaut ...	4.78	ditto	58.95	ditto.	
	Diamond Harbour ...	4.29	ditto	67.60	ditto.	
	Barrpore ...	2.73	ditto	66.44	ditto.	
	Dacca { Telegraph Office ...	4.77	1.58	73.46	27th Aug. 1871.	
	{ Jail ...	3.50	1.40	64.70	ditto.	
	Burrisaul ...	6.07	3.06	72.03	ditto.	
	Dowlat Khan ...	9.94	7.41	84.05	ditto.	
	Perozepore ...	13.88	3.92	71.13	ditto.	
	Madanpore ...	7.68	3.32	65.04	ditto.	
	Furraopore ...	6.70	6.08	76.54	ditto.	From 5th June.
	Goalundo ...	3.41	4.65	41.79	ditto.	
	Mymensing ...	4.94	Not received	77.70	20th Aug. 1871.	
	Jamulpore ...	5.97	7.12	62.15	27th Aug. 1871.	Not received 12th to 18th June.
	Attenh ...	1.33	3.77	80.77	ditto.	
	Kishoregunge ...	1.65	Not received	77.37	20th Aug. 1871.	
	Sylhet ...	7.28	10.78	107.05	27th Aug. 1871.	
	Cachar ...	2.26	Not received	64.20	20th Aug. 1871.	
	Hylakandy ...	4.24	ditto	61.84	ditto.	Not received 10th to 23rd July
	Koyah ...	0.98	ditto	74.72	ditto.	Not received 17th to 23rd July and 31st July to 6th Aug.
CHITTAGONG.	Chittagong { Telegraph Office ...	7.70	7.30	84.68	27th Aug. 1871.	
	{ Jail ...	6.62	7.02	88.27	ditto.	
	Cox's Bazar ...	19.20	Not received	146.45	20th Aug. 1871.	
	Rangamaton Hill ...	2.48	ditto	71.86	ditto.	
	Nonkhully ...	7.75	4.84	94.50	27th Aug. 1871.	
	Tipperah ...	4.15	8.70	83.17	ditto.	
	Brahmanbariah ...	2.99	Not received	78.09	20th Aug. 1871.	
COCH BEHAR.	Akyab ...	11.60	8.80	163.30	27th April 1871	
	Buxa ...	8.88	10.83	139.30	ditto.	
	Gawalparah ...	1.07	Not received	71.59	20th Aug. 1871.	
	Dhoobree ...	1.25	7.60	52.66	27th Aug. 1871.	Not recorded 27th Feb. to 5th March.
	Tura (Garo Hills) ...	4.66	8.01	82.75	ditto.	
	Darjeeling { Telegraph Office ...	Not received	Not received	70.69	31st July 1871	
	{ Hospital ...	6.96	9.34	88.43	27th Aug. 1871.	
ASSAM.	Rungbee ...	Not received	Not received	117.04	31st July 1871.	
	Falarottah ...	ditto	ditto	43.97	6th Aug. 1871.	
	Julpigoree ...	3.58	11.27	75.45	27th Aug. 1871.	
	Boda ...	5.94	6.85	54.62	ditto.	Not received 31st July to 6th Aug.
	Teapore ...	2.94	Not received	61.25	20th Aug. 1871.	
	Nowzong ...	10.54	21.30	95.17	27th Aug. 1871.	
	Mungledye ...	1.57	Not received	51.74	20th Aug. 1871.	From 30th January
	Burpettah ...	2.98	ditto	59.93	ditto.	
	Gowbatty ...	4.09	ditto	44.47	ditto.	
	Seehsangor ...	8.76	ditto	85.56	ditto.	From 27th February.
	Jorehaut ...	5.53	ditto	68.74	ditto.	
	Golaghat ...	3.94	ditto	80.39	ditto.	
	Nazeerah ...	5.42	ditto	79.03	ditto.	
	Debrooghur ...	2.91	ditto	78.55	ditto.	
	Suddya ...	3.69	ditto	60.52	ditto.	Not received 31st July to 6th Aug.
	Shillong ...	1.15	ditto	48.52	20th Aug. 1871.	
	Cherrapunjee ...	23.06	ditto	230.16	ditto.	From 18th February.
	Jowai ...	2.78	ditto	82.99	ditto.	
	Samoogoodting ...	Not received	ditto	34.06	13th Aug. 1871.	

HENRY F. BLANFORD.

CALCUTTA.
The 2nd September 1871.

Meteorological Reporter to the Govt. of Bengal.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 19th August 1871, on 1,279½ miles open.

	COACHING TRAFFIC.						MERCHANDISE AND MINERAL TRAFFIC.						Total traffi receipts.					
	Number of passengers.	Coaching receipts.					Weight earned.	Receipts										
		Rs.	As.	P.	£	s.		d.	Mds.	Srs.	Rs.	As.		P.	£	s.	d.	£	s.	d.
Total traffic for the week	82,060	92,967	2	5	8,521	19	9	330,172	10	1,61,082	6	3	18,763	2	9	23,285	2	6
Or per mile of railway		72	10	7	6	13	3			125	13	11	11	10	9	18	4	0
For previous 6 weeks of half-year	531,565	6,35,002	7	0	58,208	11	9	2,355,265	10	11,80,257	11	0	135,600	6	1	103,808	17	5
Total for 7 weeks	613,625	7,27,969	9	5	66,739	10	11	2,715,437	20	16,11,310	4	3	159,153	8	10	217,183	19	9
COMPARISON																		
Total for corresponding week of previous year	77,704	1,07,909	12	5	9,725	1	5	122,985	10	3,16,465	10	8	29,009	7	1	38,534	8	4
Per mile of railway corresponding week of previous year		91	14	4	7	8	11			279	11	0	22	13	7	30	2	1
Total to corresponding date of previous year	612,652	7,01,500	10	9	71,114	7	5	3,551,770	20	21,32,651	5	1	223,999	0	9	296,487	8	0

EAST INDIAN RAILWAY—JUBBULPORE LINE

Approximate Return of Traffic for week ended 19th August 1871, on 223 miles open.

		P S A S P	L S d	Mds Srs	P S A S P	L S d	L S d
Total traffic for the week	3,273	8 4 5 1	709 18 3	27,600 30	6 15 9 9	589 15 0	1,980 13 3
Or in code of railway		11 3 2	3 11 9		28 13 7	2 12 11	6 4 8
for previous 6 weeks of July-year	21,172½	51 115 11 2	1,712 18 6	210,176 20	18 68 15 9	1,158 11 6	9,171 9 11
Total for 7 weeks	24,445½	60,110 6 6	2,421 16 9	237,776 50	25,672 9 6	5,048 6 5	10,761 3 2
COMPARISON							
Total for corresponding week of previous year	2,819½	6,806 11 1	609 8 11	2,779 0	3 19 14 8	712 13 1	942 2 5
Per mile of railway corresponding week of previous year		30 12 8	2 16 6		15 1 9	1 8 1	4 1 6
Total to corresponding date of previous year	21,630	61 275 6 6	5,636 11 7	12 067 0	20,278 9 8	5,009 10 9	9,217 5 4

EASTERN BENGAL RAILWAY.

Approximate Return of Ice for week ended the 19th August 1871, on 156¹ miles open.

	R	A	S	P	L	S	d.	Mds	Srs	R	A	S	P	L	S	d.	L	S	d.
Total traffic for the week	2,778	12	9	0	11	9	7	194	3	8	74	13	11	9	6	8	7,065	8	5
Or per mile of railway	10	19	5	11	7	5	9	1,211	0		175	11	11			13	12	2	
For previous 7 weeks of half-year	172,968	91	7	1	6	7		7,23,199	55		2,77	16	7	8		23,45	6	8	
Total for 8 weeks	196,886	1,07	1	2	9	7	9	927,114	31		3,51,919	6	5			32,239	5	6	
COMPARISON.																			
Total for corresponding week of previous year	207,191	11	5	9	7		15	7	8	7	131	18	31			52,500	10	8	
Per mile of railway, corresponding week of previous year	180	10	13	9			6	9			110	0				28	6	2	
Total to corresponding date of previous year	171,862	99	7	9	1	5	9	16	0	11	715	121	32			1,36,116	3	10	

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 19th August 1871, on 28 miles open

		Rs. As. P.	L. s. d.	Mds. Srs.	Rs. As. P.	L. s. d.	L. s. d.
Total traffic for the week	6,116	661 4 9	06 2 7	825 0	264 11 9	26 7 6	92 10 1
Or per mile of railway	147	23 7 7	2 7 0	211 21	9 6 8	0 18 10	3 5 10
For previous 20 weeks of half-year	125,381	23,180 10 3	2,518 1 3	263,131 10	6,111 12 6	611 5 7	2,929 4 10
Total for 21 weeks	131,497	23,841 15 0	2,524 3 10	214,712 20	6,375 8 8	637 11 1	3,021 14 11
COMPARISON.							
Total for corresponding week of previous year	4,163	700 9 0	70 1 2	7,312 1	210 8 6	21 19 1	92 0 8
Per mile of railway corresponding week of previous year	149	25 0 4	2 10 1	292 0	7 13 5	0 15 8	3 5 9
Total to corresponding date of previous year	114,937	19,546 5 0	1,954 12 7	212,821 0	7,400 5 9	740 0 9	2,698 13 4

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,

DURING THE HALF MONTH 16th TO 31st JULY 1871.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea-level.

STATIONS.	BAROMETER.										THERMOMETER.										HUMIDITY.				RAINFALL.	
	MEAN OF										MEAN OF										MEAN OF				In inches.	
	4 hours.										4 hours.										10 hours.					
	Mean.	10 hours.	16 hours.	22 hours.	Range.	Mean of max.	Mean of min.	Mean daily range.	Max.	Min.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.	Day.	Night.
Port Blair	110	110.5	110.5	110.5	110.5	110.5	110.5	110.5	110.5	110.5	110.5	110.5	110.5	110.5	110.5	110.5	110.5	110.5	110.5	110.5	110.5	110.5	110.5	110.5	110.5	110.5
Madras	17	29.72	29.72	29.72	29.72	29.72	29.72	29.72	29.72	29.72	29.72	29.72	29.72	29.72	29.72	29.72	29.72	29.72	29.72	29.72	29.72	29.72	29.72	29.72	29.72	29.72
Vizagapatam	31	29.56	29.56	29.56	29.56	29.56	29.56	29.56	29.56	29.56	29.56	29.56	29.56	29.56	29.56	29.56	29.56	29.56	29.56	29.56	29.56	29.56	29.56	29.56	29.56	29.56
Ayab	15	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77
False Point	15	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77	29.77
Cuttack	80	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49
Saugor Island	0	29.87	29.87	29.87	29.87	29.87	29.87	29.87	29.87	29.87	29.87	29.87	29.87	29.87	29.87	29.87	29.87	29.87	29.87	29.87	29.87	29.87	29.87	29.87	29.87	29.87
Chittagong	103	29.51	29.51	29.51	29.51	29.51	29.51	29.51	29.51	29.51	29.51	29.51	29.51	29.51	29.51	29.51	29.51	29.51	29.51	29.51	29.51	29.51	29.51	29.51	29.51	29.51
Calcutta	18	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53
Jessore	27	29.59	29.59	29.59	29.59	29.59	29.59	29.59	29.59	29.59	29.59	29.59	29.59	29.59	29.59	29.59	29.59	29.59	29.59	29.59	29.59	29.59	29.59	29.59	29.59	29.59
Dacca	55	29.55	29.55	29.55	29.55	29.55	29.55	29.55	29.55	29.55	29.55	29.55	29.55	29.55	29.55	29.55	29.55	29.55	29.55	29.55	29.55	29.55	29.55	29.55	29.55	29.55
Cachar	89	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53
Hazareebagh	2014	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53	29.53
Berhamore	60	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49	29.49
Gya	400	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17
Patna	179	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34
Mononghyr	107	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34	29.34
Paupling	645	29.23	29.23	29.23	29.23	29.23	29.23	29.23	29.23	29.23	29.23	29.23	29.23	29.23	29.23	29.23	29.23	29.23	29.23	29.23	29.23	29.23	29.23	29.23	29.23	29.23
Gonpara	306	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17	29.17
Shillong	4702	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07
Bannar	2974	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07
Roorkie	1707	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07	29.07

CALCUTTA—JULY 1871.

Mean bar. temp. of 16 years	85	Mean rainfall of 16 years	55	Mean humidity of 16 years	85	Mean rainfall of 16 years	55
Bar. date of 1871	85	Bar. date of 1871	55	Bar. date of 1871	85	Bar. date of 1871	55
Excess in 1871	3	Excess in 1871	3	Excess in 1871	3	Excess in 1871	3

HENRY F. BLANFORD,
 Meteorological Reporter to the Govt. of Bengal.
 The 2nd S. of 1871.

Mean pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressure reduced to sea-level.	Mean temperature reduced to sea-level.	WIND.	
			Proportional prevalence Max = 100.	Mean direction.
Port Blair
Madras
Vizagapatam
Akyab
False Point
Cuttack
Saugor Island
Chittagong
Calcutta
Jessore
Dacca
Cachar
Hazarachangh
Berhampore
Gya
Patna
Monghyr
Darjeeling
Gowalparah
Shillong
Benares
Koorkee

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's table as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17 on the preceding page by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rain-fall from the previous tables.

CALCUTTA,
The 2nd September 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 22nd to 31st August 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
August.	22nd	Inches. 29.641	86.0	78.7	126.5	81.4	79.0	77.3	0.88	W S W & S S W	...	191.7	0.16	...	Overcast and cumuli. Lightning on W at 8 and 9 P.M. Slight rain at 2, 3, 6½, 9½, 12½ A.M., and 11 P.M.
	23rd	637	86.8	78.5	150.5	81.8	79.0	77.0	86	W & S W	...	98.5	0.02	...	Overcast and Stratoni. Light rain at midnight, 1 and 7 A.M.
	24th	072	87.4	80.0	150.0	83.4	80.0	77.8	83	S W, W by S & W	...	81.4	...	...	Overcast, stratoni, and cirri. Drizzled at 5 and 8½ A.M.
	25th	700	88.6	79.5	149.0	84.0	80.3	77.7	82	S W & S S W	...	73.4	...	...	Chiefly stratoni. Lightning at 11½ P.M. Drizzled at 6 and 8 A.M.
	26th	721	88.0	81.2	136.0	83.0	81.3	79.5	87	S W	...	53.0	...	...	Stratoni and cirri. Lightning at midnight. Drizzled at 10 A.M.
	27th	700	87.0	79.5	144.0	82.9	80.4	78.6	87	S W, S & S S W	...	73.6	0.10	...	Stratoni and cirri. Slight rain from 5½ to 7 P.M.
	28th	693	87.2	79.8	137.8	82.5	80.2	78.6	89	S S W & S by E	...	102.5	0.30	...	Stratoni, cumuli, and cirri. Thunder at 3 P.M. Slight rain at 4½, 12 A.M., 3 and 3 P.M.
	29th	717	88.5	79.6	144.5	83.6	80.3	78.0	84	S by E, S S E & S	...	85.0	0.25	...	Clear and cumuli. Rain at 11½ A.M., 1 and 4½ P.M.
	30th	767	91.0	80.0	153.2	84.0	81.0	78.3	81	S & S S E	...	50.9	0.07	●	Cirri and cumuli. Thunder from 9 to 11 P.M. Lightning from 6½ to 10 P.M. Slight rain at 8½ P.M.
	31st	800	86.0	80.8	137.0	83.6	80.4	78.2	81	S by E, S S E & S by W	...	80.6	0.22	...	Cirri and cumuli. Thunder at 1 and 3 P.M. Slight rain at 12½ A.M., 1½, 3, 6 and 7 P.M.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past ten days	...	12.5
The max. temperature during the past ten days	...	91.0
The max. temperature during the corresponding period of the past year	...	87.7
The mean humidity during the past ten days	...	0.85
The mean humidity during the corresponding period of the past year	...	0.89
		Inches.
The total fall of rain from 22nd to 31st	by lower rain gauge	1.21
	by anemometer gauge	1.09
Ditto ditto average of seventeen previous years	...	3.79
Ditto between the 1st January and the 31st August	...	76.85
Ditto ditto ditto ditto, average of seventeen previous years	...	51.29

GOPEENATH SEN,
In charge of the Observatory.

The 2nd September 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 19th August 1871, on 1,270½ miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.			Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.		
		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ..	82,000	92,207 2 5	8,521 19 9	330,172 10	1,61,052 6 3	14,763 2 9	23,295 2 6
Or per mile of railway	73 10 7	6 13 3	6 13 3	...	125 13 11	11 10 9	18 4 6
For previous 6 weeks of half-year	531,503	6,35,002 7 0	58,208 11 2	2,385,205 10	11,80,257 14 0	135,690 6 1	183,898 17 1
Total for 7 weeks ...	613,623	7,27,009 9 5	66,730 10 11	2,715,377 20	16,41,510 4 3	150,453 8 10	217,193 19 1
COMPARISON.							
Total for corresponding week of previous year ..	77,704	1,03,000 12 5	9,525 1 3	422,385 10	3,16,465 10 8	29,000 7 1	38,534 8 4
Per mile of railway corresponding week of previous year ..	...	91 13 4	7 8 11	...	279 11 0	23 13 6	30 2 2
Total to corresponding date of previous year	642,6354	8,01,756 10 0	73,194 7 3	3,511,770 20	24,32,051 5 1	223,093 0 9	290,497 8

EAST INDIAN RAILWAY—JURBULPORE LINE.

Approximate Return of Traffic for week ended 19th August 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,273	8,726 5 4	799 14 3	25,602 30	6,433 9 0	589 15 0	1,389 13 3
Or per mile of railway ...	...	39 2 2	3 11 0	...	24 13 7	2 12 11	6 4 8
For previous 6 weeks of half-year	21,4724	51,413 11 2	4,712 18 6	210,476 20	48,638 15 9	4,459 11 5	9,171 9 11
Total for 7 weeks ...	24,7454	60,140 9 0	5,512 16 9	236,160 10	55,072 9 6	5,048 0 5	1,0561 3 2
COMPARISON.							
Total for corresponding week of previous year ...	2,8104	6,866 11 1	629 8 11	9,769 0	3,410 14 8	312 13 4	942 2 3
Per mile of railway corresponding week of previous year ...	...	30 12 8	2 10 5	...	15 4 0	1 8 1	4 4 6
Total to corresponding date of previous year ...	24,030	61,273 0 6	5,616 14 7	129,067 0	39,279 0 8	3,600 10 9	9,217 5 4

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended the 19th August 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	23,770	12,411 9 0	1,110 9 7	194,023 38	74,453 14 9	6,824 18 10	7,965 8 5
Or per mile of railway ...	152	79 7 11	7 5 9	1,244 0	475 11 11	43 12 2	50 17 11
For previous 7 weeks of half-year...	172,6044	94,711 0 7	8,081 10 10	732,490 35	2,77,486 7 8	25,494 6 8	34,116 3 6
Total for 8 weeks ...	196,3744	1,07,122 9 7	9,822 6 5	927,114 33	3,61,910 6 5	32,250 5 6	42,081 11 11
COMPARISON.							
Total for corresponding week of previous year ...	20,7404	11,545 9 5	1,057 5 7	131,128 34	32,500 10 8	2,979 4 7	4,036 13 2
Per mile of railway corresponding week of previous year ...	183	101 13 9	9 6 9	1,161 0	256 15 8	26 6 2	35 12 11
Total to corresponding date of previous year ...	174,8524	90,720 7 5	8,510 0 11	716,424 33	1,80,116 8 10	11,927 6 6	20,246 7 5

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 19th August 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	6,116	661 4 9	66 2 7	8,218 0	263 11 9	20 7 6	32 10 1
Or per mile of railway ...	147	23 7 7	2 7 0	294 23	9 0 8	0 15 10	3 5 10
For previous 20 weeks of half-year	125,5344	23,180 10 3	2,318 1 3	200,424 20	6,111 12 6	611 3 7	2,329 4 10
Total for 21 weeks ...	129,6504	23,841 15 0	2,384 3 10	211,742 20	6,375 8 8	637 11 1	2,421 14 11
COMPARISON.							
Total for corresponding week of previous year ...	4,163	700 9 9	70 1 4	7,342 18	319 8 6	21 19 1	32 0 3
Per mile of railway corresponding week of previous year ...	149	25 0 4	2 10 1	262 0	7 13 8	0 15 8	3 5 9
Total to corresponding date of previous year ...	114,947	10,586 5 0	1,058 12 7	2,823 0	7,400 5 9	740 0 9	2,398 12 4



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, SEPTEMBER 13, 1871.

OFFICIAL PAPERS.

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The Annual Report of the Chittagong Port Fund for 1870-71.

From H. HANKEY, Esq., Officiating Commissioner of the Chittagong Division, to the Officiating Secretary to the Government of Bengal, General Department,—(No. 15, dated Chittagong, the 18th June 1871.)

I HAVE the honor to submit the annual report of the Chittagong port fund for the year 1870-71, together with a statement showing the receipts and disbursements of the port fund for the same period.

2. *Paragraph 2 of the Collector's Report.*—The statement in paragraph of the collector's report exhibits a decrease of 13 vessels owned by Europeans which entered the port in 1870-71, as compared with the previous year. The decrease in tonnage amounts to 8,522. This is attributed to the falling off in the importations of Liverpool salt during the year just past. There is decrease also in the number and tonnage of European vessels employed in the foreign trade, as a larger number of vessels proceeded to Home ports, where more favorable markets were prevailing. The falling off in the number and tonnage of native crafts is owing to the unseaworthiness of some of the vessels and loss of six others during the south-west monsoon. On the whole the statement above referred to exhibits a decrease of 117 vessels, and a decrease of 10,957 tonnage, owing to the several reasons mentioned above.

3. *Paragraph 11.*—The port dues and miscellaneous receipts amounted to Rs. 17,039 and Rs. 203 respectively in 1870-71, against Rs. 19,596 and Rs. 1,50

in the year preceding. The decrease is principally due to the falling off in the number and tonnage of European vessels direct from Europe. No old materials being available for sale in the year under report, the item headed "sale of old materials" also shows a decrease of Rs. 1,201, as compared with the year 1869-70. The decrease under other heads is not so marked.

4. *Paragraph 19.*—The suggestions of the collector seem to me well worthy of adoption. I would recommend therefore that, as an experiment at all events it should be tried, and that port dues be entirely abolished for balam boats and others carrying on trade in inland waters. Schemes are on foot for bringing trade to the port by means of a railway or a canal at an enormous expenditure. These schemes may never come to any thing: their accomplishment is at any rate a matter of time. Meanwhile I think our endeavours should be directed to attract trade by every possible means. If the experiment fail to produce the desired results, it will not have been at any large sacrifice of revenue, and, as before remarked, it is worth a trial.

5. *Paragraph 20.*—The infringements of the provisions of the Port Act have been prevented in a great measure, as the collector had not found occasion to levy more than Rs. 61 in the shape of fines in 1870-71, against Rs. 303 of the year 1869-70.

6. *Paragraph 23.*—The statement of disbursements for the year 1871-0 has been prepared in the office of the collector of customs without receiving the details of the Calcutta expenditure, which have not yet been supplied by the accountant-general's department. The calculation of the cost of stores, &c., has therefore been made in accordance with the rates of the previous year. As it is very desirable that the collector should be in possession of the accountant-general's memorandum of expenditure before the preparation of the annual report of the port fund, in order to obviate subsequent references and corrections, I suggest that the accountant-general be directed to furnish the collector of customs here with details of expenditure at the end of every quarter, and with the details of the last quarter as soon after the close of the year as possible, so as to admit of their being included in the annual report of the collector in due time.

7. *Statement No. 3 in paragraph 23.*—The disbursements amounted to Rs. 23,925 in 1870-71, showing an increase of Rs. 14,914 over the previous year. This is almost entirely accounted for by the charges incurred in re-buoying the Chittagong river, and purchasing a few of the materials which will be required for the moorings of a contemplated floating jetty, and by the contributions from the port fund towards erecting a pukka dispensary and hospital.

8. *Paragraph 31.*—In paragraph 12 of my letter No. 127, dated 29th ultimo, I solicited the sanction of the Government to a sum of Rs. 25,000 from the port fund for the purchase of a schooner, and strongly urged on the Government to replace the *India* by some river steamer of similar draught, as I thought it would be unwise and inexpedient to combine the two vessels.

9. *Paragraph 39.*—The collector of customs has written to the master attendant at Calcutta to say that the statement of expenditure incurred on account of the re-buoying of the navigable channels leading to the port of Chittagong should not have included certain charges aggregating Rs. 2,543, and that the actual cost of re-buoying the river should consequently amount to Rs. 8,163 in place of Rs. 10,706 shown in his (master attendant's) letter No. 1210, dated the 4th March 1871, to the Government. The master attendant's views have not been communicated to me yet. I am of opinion, however, that the charges alluded to by the collector of customs in paragraph 39 of his report should not be shown in the statement of expenditure for re-buoying the river Kurnafoolee.

10. *Paragraph 42.*—With reference to the collector's recommendation that the chains and cables be returned to Calcutta, my predecessor requested the collector to "retain the chains and cables until the question as to the best mode of improving the jetty is finally decided, as those chains and cables were brought down after a great deal of correspondence, and as they may be required

again if a floating jetty be ultimately decided on." No definite proposal for the improvement of the jetty at the port of Chittagong has as yet been received from the superintending engineer, whose attention has again been invited to the subject.

11. *Paragraph 46.*—I shall submit a separate report on the subject of the improvement of the jetty when the superintending engineer's reply is received.

12. *Paragraph 45.*—Only a few days ago the assistant engineer was requested to push on the work and to report the cause of the delay that has already occurred in completing the work. The assistant engineer explains that the delay in carrying out this work was caused, in the first instance, by the stoppage of the work by the orders of Government at the time of the financial crisis. He informs me that the work was, however, resumed last cold weather, and that the delay since then has been principally caused by the difficulty experienced in getting laborers for the work, which is of such a nature that coolies do not wish to work on it if they can get pleasanter employment. He further informs me that the work has now progressed so far as to afford all the facilities it can ever do for loading and unloading salt, the two flights of steps designed with this view having been completed, and being now available for use.

13. *Paragraph 50.*—A new scale of pilotage fees for the port of Chittagong was sanctioned by the Government of Bengal in their letter No. 972, dated 7th April 1870, and was published in the *Calcutta Gazette*. The receipts from rate of pilotage in 1870-71 amounted to Rs. 8,298, against Rs. 4,881 of 1869-70, showing an increase of Rs. 3,417, whilst the disbursements show a slight net decrease over the year preceding that just past. The recent increase in the pilotage fees has prevented the incidence of any extra expense on the imperial revenues.

14. *Paragraph 65.*—The subject of deepening the Moheshkhali canal has been dwelt upon in the customs annual report.

15. *Paragraph 67.*—His Honor the Lieutenant-Governor agreed with my predecessor in thinking that any charges for the improvement of the Moheshkhali canal should be debited against the Chittagong port fund, and that all receipts from this canal should in future be credited to the same fund. (*Vide* Mr. Thompson's letter No. 2901, dated 13th October 1870.) I do not see any necessity for re-opening the question.

16. *Paragraph 75.*—It is gratifying to note that the natives of the place are bent on constructing stronger vessels possessed of sea-going qualities. As the loss of native vessels during the south-west monsoon occurs every year, it is expected that the construction of a better class of vessels will diminish the number of accidents to vessels owned by natives.

17. *Paragraph 76.*—In forwarding the Government letter mentioned in the concluding portion of paragraph 76, my predecessor remarked as follows: "As regards cargo ships without passengors, you (*i.e.*, the collector of customs) should lose no opportunity of impressing on builders of new vessels that they had better build good ones, as the Penal Code may be brought to bear in the case of unseaworthy vessels." He further added: "I would not, however, do anything, except in very dangerous cases indeed, to stop the cargo brigs now trading, as it would be nearly equivalent to stopping the whole trade of the port at a stroke." No authoritative warning appears to be essentially necessary.

18. *Paragraph 82.*—I concur in the collector's remarks that the survey of the coast should be published separately on a large scale purely as a coasting chart. The subject of cutting a canal along the imperial road from Chittagong to Tipperah, which would undoubtedly facilitate the internal communications, and tend to increase the prosperity of the port of Chittagong, is still under the consideration of the public works department.

19. In my other report I have already given the remarks on the qualification and character of the collector which were left on record by my predecessors. I should prefer not adding to them any opinion of my own until I have had longer opportunities of judging.

From C. MARSHALL, Esq., Conservator of the Port of Chittagong, to the Commissioner of the Chittagong Division,—(No. 32, dated Chittagong, the 5th June 1871.)

I HAVE the honor to submit the annual report of the administration of the port for the year 1870-71.

2. Statement No. 1 exhibits in detail the number and tonnage of classes of vessels which frequented the port during the year under review and the previous year:—

No. 1.

PARTICULARS.	1869-70.		1870-71.		Increase.	Decrease.
	Number.	Tonnage.	Number.	Tonnage.		
European vessels direct from Europe ...	18	10,549	3	2,037	.....	8,512
Ditto ditto from foreign trade ...	37	13,555	29	12,323	.....	1,232
Ditto ditto from coasting trade ...	12	4,354	15	5,328	1,074	.....
Chittagong vessels ...	102	19,004	94	18,374	.....	630
Other native vessels ...	25	3,852	13	1,921	.....	1,931
Naraingunge inland trade ...	66	6,871	68	7,795	924	.....
Mail and other steamers ...	51	13,037	53	12,010	.....	1,027
Balam boats ...	792	11,018	713	11,403	387	.....
Total square rigged vessels, steamers, and boats ...	1,104	62,140	987	71,183	2,385	13,342

3. European vessels direct from Europe show a decrease in number of 13, and in tonnage 8,512, when compared with the previous year, which has been solely owing to the falling off in the salt import trade this year.

4. European vessels in the foreign trade, including vessels direct to Europe, to the Mauritius, to Réunion, and Ceylon, show a decrease of eight vessels, and in tonnage 1,232. This is in a great measure due to a larger number of vessels employed in the Home port trade, where more favorable markets were prevailing.

5. European vessels in the coasting trade show an increase of three vessels of 1,074 tons, which is chiefly owing to the reason given in the previous paragraph for the falling off in the foreign trade ships.

6. Chittagong vessels employed in both foreign and coasting trade show a falling off of eight in number, and in tonnage 630, which has been owing to several of the very worst class of these vessels having been laid up unfit for service, and six others having been lost during the south-west monsoon.

7. Other native vessels show a decrease in number and tonnage. These vessels were employed both in the foreign and Home trade, carrying grain or passengers. Their coming and going is uncertain.

8. Naraingunge shows an increase in numbers and tonnage compared with the previous year.

9. Mail and other steamers show a decrease in tonnage of 1,027 tons, owing to no other than the regular mail steamer having visited the port this year.

10. Balam boats exhibit a decrease of 79 boats, but an increase in tonnage of 387 tons; this latter is due to more careful measurement.

11. The following statement is a classified table of the port dues collected during the year 1870-71 and the previous year, with other miscellaneous collections:—

No. 2.

* PARTICULARS.	1869-70.		1870-71.		Increase.	Decrease.
	Port dues.	Miscellaneous receipts.	Port dues.	Miscellaneous receipts.		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
European vessels direct from Europe ...	2,920	.....	570	.....	.....	2,350
Ditto ditto from foreign trade ...	3,813	.....	3,466	.....	.....	346
Ditto ditto from coasting trade ...	1,197	.....	1,498	.....	301	.....
Chittagong vessels ...	5,345	.....	5,168	.....	.....	177
Other native vessels ...	1,083	.....	540	.....	.....	543
Naraingunge inland trade ...	1,592	.....	1,976	.....	384	.....
Mail and other steamers ...	739	.....	613	.....	.....	126
Balam boats ...	3,009	.....	3,308	.....	109	.....
Sale of old materials, &c. ...	.....	1,201	.....	.....	.....	1,201
Fines ...	.....	303	.....	61	.....	242
Sale of charts ...	.....	.....	.....	18	18	.....
Refunds ...	.....	.....	.....	124	124	.....
Total ...	19,596	1,504	17,039	203	1,186	4,994

12. The above statement shows a decrease of Rs. 2,557 on port dues alone compared with the previous year, which is chiefly due to the reason assigned in the 3rd paragraph of this report for the falling off in numbers and tonnage of European vessels direct from Europe.

13. *Other native vessels.*—The cause of the decrease is explained in paragraph 7.

14. *Narsingunge collection* shows an increase of Rs. 584, but, as I remarked in my annual report last year, this trade is irregular, seeing vessels can only navigate certain parts of the channel between Chittagong and the Megna periodically or during certain intervals between the full and change of the moon.

15. Mail steamer being a regular trader, very little change is observable in these collections, and it is only when larger draught vessels are put on the line, or other steamers casually call, that any change would be apparent.

16. Balam boats' port dues show an increase of Rs. 109 when compared with the results of the previous year.

17. The levy of these dues (always collected with difficulty) on boats employed in inland waters, conveying the produce of this and neighbouring districts to the port, seems to me subversive of progress, and if preserved in, will, I fear, lead to a considerable portion of the grain usually shipped from here being conveyed to other markets.

18. If I may be permitted to suggest in an annual report, I would urge the necessity of abolishing these dues on boats employed in inland waters carrying produce, or, if port dues must be levied, reducing the rate to a nominal charge of one anna or two pice a ton, instead of compelling them to pay at the same rate as sea-going vessels.

19. Sale proceeds of old material is *nil* this year, the sum realized during the previous year was from the sale of material collected from the schooner *Swallow* when she was broken up.

20. Fines show Rs. 61 for violation of the Port Act, against Rs. 303 of the previous year; native owners of vessels here frequently infringe the port rules. Threats and warnings, unless followed up by action, seems to have little or no weight in leading them to respect the law.

21. *Sale of Charts.*—This refers to six charts of the Kurnafooleo river sold. *

22. *Refund.*—Originally this amount was paid from the port as wages to the serang of the schooner *Swallow*, who was in training to be a pilot, and subsequently, when made a pilot, his salary was transferred as against the pilot fund.

23. Statement No. 3 shows the disbursements in detail of the year under review and of the previous year:—

No. 3.—Disbursements.

PARTICULARS.	1869-70.	1870-71.	Increase.	Decrease.
	Rs.	Rs.	Rs.	Rs.
Port establishment	2,050	2,203	153	.....
Stores	1,533	.....	.....	1,533
Contingencies	160	271	111	.....
Norman Point and Kootubdea light-house establishment ...	1,588	1,659	71	.....
Stores	3,507	4,221	714	.....
Contingencies	651	582	.....	69
Schooner <i>Swallow</i> establishment	807	431	.....	376
Stores ... ..	.....	.....	.....	.....
Contingencies	117	.....	.....	117
Signal station establishment	137	180	43	.. ..
Stores	452	.....	.....	452
Patunga Point stores	64	.....	.....	64
Ditto, renewing the beacon ... ..	.....	594	594	.....
Stationery and printed forms	45	21	.....	24
Re-buoysing the Chittagong river ... ..	.....	8,163	8,163	.....
Construction of a dispensary and hospital (contribution from port fund) ... ..	.....	4,000	4,000	.....
Floating jetty ... ..	.....	1,016	1,016	.....
Public works expenditure, repairs to jetty	403	452	49	.....
Ditto ditto ditto	147	.....	.....	147
Repairs to light-house and other buildings at Kootubdea ...	1,640	132	.....	1,508
Ditto, protecting the light-house from the encroachment of the sea	2,325	.....	.....	2,325
Refund of port dues	79	.....	.....	79
Total	15,705	23,925	14,914	6,694

24. The above statement of disbursements has been corrected for the previous year after the receipt of the details of Calcutta expenditure furnished to this office by the accountant-general's department in September last.

25. Port establishment shows an increased expenditure of Rs. 153, which is chiefly due to increments to the conservator and assistant's salaries.

26. *Stores.*—Nil this year.

27. Contingencies include re-building the store and coal godown, Rs. 76; hire of a vessel for re-laying one of the river buoys, Rs. 42; putting up port boundary marks, Rs. 13; publishing a notice in an Akyab newspaper, that a buoy had been laid on the shoal off

Kootubdea; and various other small charges, showing an expenditure in excess of the previous year of Rs. 111, which, it will be seen, has been owing to the charge for a store godown and the hire of a vessel for re-laying a river buoy, &c.

28. Kootubdea and Norman's Point light-houses' establishment show an apparent increased expenditure of Rs. 71, which is chiefly owing to there being no reduction from the salaries of the establishment on account of absence from duty, or fines, this year, and to a small sanctioned increase to lascars' pay.

29. Stores include oil for the lights, and all other small stores, such as cotton waste, cloth, candles, soap, sponges, chamois leather, and coal tar, and show an expenditure of Rs. 714 in excess of the previous year, which is due to the first instalment of the indent for oil for 1871-72 having been received in the latter end of 1870-71, and thus charged to that year's supply, although none of it had been used until the current year.

30. *Contingencies*.—This expenditure includes charges for electro-plating light reflectors, with freight to and from Calcutta, landing charges, boat-hire for taking empty oil casks to Calcutta, travelling allowance for inspecting the light-houses, &c., and shows an expenditure less by Rs. 69 than in the previous year.

31. Schooner *Swallow* establishment shows a decrease of Rs. 376, which is owing to the reduction made when the schooner was broken up. At present only a crew for the port boats is kept on.

32. *Stores*.—Nil.

33. *Contingencies*.—Nil.

34. Signal station establishment shows Rs. 43 in excess of the previous year, which is owing to the sanctioned increase of one rupee each to the monthly pay of the three lascars employed there.

35. *Stores*.—Nil.

36. *Patunga Point*.—Cost of renewing the beacon, Rs. 594.

37. Stationery and printed forms show a decrease of Rs. 24. The increase or decrease in this expenditure, however, depends upon the demand from the customs department, one-sixth of the cost being invariably charged to the port fund, upon what grounds I am unable to explain.

38. *Extraordinary expenditure*.—Re-buoying the river includes the cost of a first class spire buoy for the shoal patch off Kootubdea light. This work has incurred a large but indispensable outlay. The advantage of a well marked ship channel is sufficiently obvious to need no recommendation here, further than to add that the assurance of a now safe and easy access to the port which the re-buoying the river has established will, in my opinion, do much in a commercial point of view to advance its prosperity.

39. The statement of expenses incurred in re-buoying the river, submitted to Government with the Calcutta master attendant's letter No. 1210, dated 4th March 1870, includes entries totally unconnected with the re-buoying of the river to which I have called attention. For instance, Rs. 888, which was the cost of cocoanut oil, with casks for the use of the Kootubdea and Norman's Point light beacons, is wrongly shown as an expenditure on account of re-buoying the river; in the same way Rs. 1,016, being the cost of two anchors and chain cables supplied by order of the commissioner in anticipation of Government sanction to the erection of a floating jetty, is erroneously charged; and several other items *not supplied*, amounting to Rs. 638-14, are also charged for.

40. Deducting these several amounts from the statement referred to in the previous paragraph, the actual cost of re-buoying the river and supplying spare moorings, &c., amounts to Rs. 8,162-15-1, in place of Rs. 10,706-0-5, which was shown in the statement above referred to.

41. *Contribution (also an extraordinary expenditure) towards building and hospital here*.—This amount was sanctioned by Government in letter No. 1829, dated 12th May 1869, and paid during the year under review.

42. *Floating jetty*.—Under this head is shown the cost of two mooring anchors and 90 fathoms of one-inch chain cable and shackles, ordered in anticipation of Government sanctioning the cost of constructing a floating jetty as there appears now to be very little prospect of a jetty on this principle of construction being adopted. I have recommended they should be returned to Calcutta, as the port can ill afford to allow this money to lie idle.

43. *Repairs to Sudder Ghât Jetty by Public Works Department*.—In previous annual reports the unsatisfactory state of the jetty, and its practical faultiness of construction have been dwelt upon, and considerable sums are being expended upon it annually to no purpose, but merely to keep it together as a convenient, but not very safe landing and embarking place for passengers; and when it is considered that the jetty is the only public accommodation provided, it is not surprising that merchants and traders complain, and make themselves heard elsewhere, of the entire want of necessary convenience to ship or land their goods.

44. The trade of the port and its future prosperity, I submit, demand consideration, and I am proportionately hopeful that the construction of the new jetty, so long in abeyance, may very soon receive the sanction of Government.

45. The revetment which is being constructed on the river front of the salt golahs has made some progress lately, but far from being sufficiently advanced to obviate any of the difficulties experienced in landing and shipping salt which has been so frequently complained of.

46. It appears from recent information which I have received that the plans of the small and comparatively inexpensive floating jetties (intended for landing and shipping salt only), referred to in my last annual report, which Lieutenant May prepared, and called for estimates of the cost of their construction during his incumbency as assistant engineer, have never been submitted for sanction. This is unfortunate, more especially as I also understood that their cost would be only a trifle more than was sanctioned on the plan proposed by Mr. Atkinson when he was assistant engineer, but far more convenient and useful. I hope they will not be lost sight of by the public works department.

47. *Kootubdea Light-house, &c.*—The cost of repairs this year has been inconsiderable compared with the previous year, when a large sum was expended on an experimental protection of land on the sea front of the light-house, which has since all but disappeared through the wash from the sea-wave of the south-west monsoon.

48. It is now generally admitted by engineers that the only effective protection to land, open to the sweep of a sea-wave is an embarkment of loose stones, which, it is to be hoped, will soon be adopted in this case, otherwise we may lose the light-house, which the sea is slowly, but surely, approaching.

49. Notwithstanding the large outlay which the cost of re-buoysing the river, &c., has involved, the receipts have nearly covered the entire expenditure of the year, excluding Rs. 4,000 contributed to the hospital, and the cost of the floating jetty moorings.

Pilots.

50. The following statement exhibits the receipts from pilotage, and the disbursements of the year under review and the preceding year :—

No. 4.

RECEIPTS.					DISBURSEMENTS.				
	1869-70.	1870-71.	Increase.	Decrease.		1869-70.	1870-71.	Increase.	Decrease.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Pilotage ...	4,881 0 0	8,298 2 8	3,417 2 8	.....	Establishment	1,600 0 0	2,303 0 9	703 0 9	.....
Miscellaneous ...	.....	.....	.....	.....	Temporary establishment	186 0 0	525 18 5	339 18 5	.. ..
Receipts ...	.....	.....	.....	.....	Repairs to pilots' boats, &c. ...	.....	.....	.....	.....
Sale of old copper ...	106 0 0	.....	.....	.....	Contingencies	1,758 0 0	764 5 1	.....	1,088 10 11
Total ...	4,987 0 0	8,298 2 8	3,417 2 8	.....	Total ...	3,544 0 0	3,533 3 3	1,042 14 2	1,033 10 11

Receipts.

51. *Pilotage.*—Under this head a large increase is shown, which is due to the enhanced rates sanctioned by Government.

Disbursements.

52. Establishment exhibits a considerable increase in expenditure which is due to an addition to the number and salaries of the pilots.

53. Temporary establishment also shows an increase, due chiefly to a salary being paid from the pilot fund to a native who had been serang of the port schooner while he was running up and down the river with the others learning the duties of a pilot, and the temporary boatmen had been taken on earlier in the season, as there were unusually early arrivals.

54. *Pilot Boat Repairs and Contingencies.*—The former includes Rs. 440, balance of the cost of work done in the previous but paid in the year under review, and Rs. 103 for a further repair to a pilot boat owing to damage done to her while assisting at the re-buoysing of the river.

55. Contingencies include two-thirds pilotage paid to a temporary pilot prior to the present addition to the service being sanctioned, a new boat's awning painted, earth-oil for boat's deck and hold, and other small expenditure.

56. The work of the year under review, therefore, gives the following results :—

	Rs.	As.	P.
Receipts
Disbursements
Realized in excess of expenditure

Rs. As. P.

Receipts ...	8,298	2	8
Disbursements ...	3,533	3	3
Realized in excess of expenditure ...	4,764	15	5

57. There have been very few complaints this year of vessels being detained for want of pilots, and then it was only when they were all wind bound at Juldeah on board of out-ward bound vessels. Under the salaried system, however, with only a limited number of pilots such complaints may always be anticipated.

58. *Accidents.*—Three vessels, in pilotage charge of the recently appointed first grade pilots, were grounded; one of them slightly, the other two cases fortunately did not turn out to be so serious as I feared they would have been. But occurrences of this kind happening so frequently will in all probability injure the good name the port has hitherto held of being safe and easy of access, and many lead to insurance offices at Home and elsewhere asking higher rates of premium on vessels coming to Chittagong.

59. The three old pilots, one of whom only is in the first grade, who have served Government many years, have done their work to my entire satisfaction. They are careful, confident, and thoroughly experienced, and are always sought for by merchants and commanders of vessels. They hold excellent certificates of character and practicability from commanders of heavy draught ships, &c.

60. Now that the river has been re-buoyed, and crossing marks put up, the pilots' duties are comparatively easy, and in the event of any bad weather occurring, when pilots could not board a vessel outside, a commander with ordinary judgment may run in with a draught of fifteen feet to a perfectly safe anchorage off the flag-staffs and Juldeah custom house station with confidence.

61. Government order No. 1998, dated 20th July 1870, directs that the pilot fund collections are to be credited to the imperial revenues. I have shown them here separately, however, for easy reference.

Moiskhall and Toll.

62. The following statement shows the receipts and disbursements of the toll for the year under the review and for the previous year:—

No. 5.

			Receipts.			Disbursements.		
			Rs.	As.	P.	Rs.	As.	P.
1869-70	...	...	656	0	0	261	8	0
1870-71	...	...	452	12	0	242	0	0

63. The receipts from this toll having been amalgamated with the port fund, as directed (*vide* Government order No. 2901, dated 13th October 1870) since my last annual report, it may appear as if special mention of it was therefore uncalled for. But the facilities and comparative safety which this khall affords to boats when navigable, besides considerably shortening the route inland, and *vice versa*, and hence its importance to the trade of the port as a feeder, calls for some special remarks on its present condition.

64. The results of the year, given in the foregoing statement, show a considerable falling off in the receipts. When it is considered, however, that the khall has silted up to such an extent that it has become impossible for loaded boats, except for two or three days at the height of the spring tides, when boats drawing only three feet water can be got through with considerable trouble, the falling off in the yearly collection is accounted for.

65. Considering the vast importance of keeping this khall open as a feeder to the trade of the port, it is much to be regretted that early action was not taken to open it by the public works department on the receipt of the Government sanction for the cost being defrayed from the port fund. Owing to this delay another year of its usefulness will be lost to the State.

66. Referring to the cost of deepening this khall being borne by the port fund, the Port Act XXII of 1855 provides that all the channels leading to and from a port must be buoyed, marked, &c., and the cost charged to the port fund, but not a word is said or implied in reference to boat channels *not* under the jurisdiction of the Port Act (as all offences against this toll khall are dealt with under the provisions of the Canal Act), which are only outside feeders of the trade, and therefore, in my opinion, any money expended on them is clearly chargeable to the imperial revenue. No port fund could stand these outside calls upon it and remain solvent, if justice were done to the port itself.

67. The strong interest I feel in the present and future prosperity of the trade and port of Chittagong has led me to refer to this subject; and when it is considered that the port, or rather harbour, has no public appliances or convenience of any kind for landing or shipping goods, which we are bound to supply, and that we are so sadly in want of a small sea-going vessel to visit the light-houses, to see that they are kept in efficient order, upon which the safety and success of our trade is more or less dependant; and further, that the amount at credit of the port fund is insufficient to meet these requirements, my advocacy in behalf of the real interest of the trade and port will, I hope, be understood, and accepted as a sufficient apology for intruding the subject here.

68. The following account current shows the receipts and disbursements of the year under review, and the amount standing at credit of the fund on the 31st March 1871 :—

Port Fund.

	Rs. A. P.	Rs. A. P.
To balance in favour of the port fund on the 31st March 1870 ...	33,336 13 2	
„ Amount invested in Government promissory notes on 31st March 1870	25,000 0 0	
	<hr/>	58,336 13 2
To balance in favour of Moishkhal canal fund on the 31st March 1870 ... ..	.....	1,448 1 9
Port dues levied during the year	17,039 2 6	
Interest on Rs. 25,000 at 4 per cent.	1,000 0 0	
Miscellaneous receipts, sale of charts, and fines realized in breach of port rules	79 0 0	
Value of empty oil casks returned to the naval store-keeper at Calcutta	1,260 0 0	
Refund	124 0 0	
	<hr/>	19,502 2 6
Moishkhal toll collected during the year	452 12 0	
Fines realized in breach of Canal Act	50 0 0	
	<hr/>	502 12 0
		<hr/>
		79,789 13 5
Disbursements (<i>vide</i> statement No. 3) ... ..	.....	23,925 0 0
Ditto (<i>vide</i> ditto 5) ... ..	.....	242 0 0
		<hr/>
		24,167 0 0
		<hr/>
Balance at credit of the port fund on the 31st March 1871 ...	53,913 15 8	
Ditto ditto of Moishkhal canal fund on 31st March 1871...	1,708 13 9	
	<hr/>	55,622 13 5
		<hr/>
Total ...		55,622 13 5

69. Upon a reference to the corresponding statement of the previous year and the explanations regarding it, it will be seen that in the absence of timely information from the accountant-general's department, there was an error in the amount shown at credit of the port fund, which I was only able to correct upon the receipt of a memorandum from the accountant-general when closing the examination of the port fund accounts of several years past. There may be some, not very considerable, difference in the account current for this year also, compared with the accountant-general's; for up to this time I have been unable to procure the necessary detail of Calcutta expenditure from the above-named department for 1870-71.

70. The balance at credit of the port fund on the 31st March 1871, including the Moishkhal toll collections up to that date, and the interest upon Rs. 25,000 worth of promissory notes, after deducting the large expenditure and contributions of the year, under review, stands at Rs. 56,000 or thereabouts in round numbers.

Pilot Fund.

71. The subjoined account current shows the receipts and disbursements of the year under review, and the amount standing at credit of the fund on the 31st March 1871 :—

	Rs. A. P.	Rs. A. P.
To balance in favour of the pilot fund on the 31st March 1869 ...	4,430 6 0	
Receipts during the year	8,298 2 8	
	<hr/>	12,728 8 8
Disbursements (<i>vide</i> statement No. 4)	3,533 3 3	
	<hr/>	3,533 3 3
Balance on the 31st March 1871	9,195 5 5	
	<hr/>	9,195 5 5

72. The higher rates of pilotage sanctioned by Government have considerably increased the amount at credit of the fund, which is very satisfactory, as it has placed us in a position to meet any ordinary casualty without drawing upon other sources.

73. It is a mistake to suppose that the amended rates of pilotage referred to above, which are still moderate, will have any influence in deterring vessels from coming to this port while there are freights to be earned. As regards native vessels the employment of a pilot being optional, they do not take them as a rule.

74. The following statement shews the number of vessels and their tonnage built in the year under review and the previous year :—

No. 6.	No. of vessels.	Tonnage.
1869-70	7	1,253
1870-71	6	1,028

75. It will be seen by the above statement that a larger class of vessels, and, referring specially to the year under review, a better class of vessels have been built in the construction of which more regard has been paid to sea-going qualities, strength, and model. It is worthy of remark that the native builders here can seldom read or write. I was the more

struck with this fact, when, upon observing a really greatly improved style of vessel that was built here during the past season, I was told the constructor could neither read nor write.

Wrecks in the Bay.

76. There were six Chittagong vessels lost. Three of them, with crews, have not been heard of; the crews of the three others were saved. But, as shown in my report No. 293, dated 18th March 1871, the ordinary class of vessels built at Chittagong, with a few exceptions, are utterly unseaworthy. Men with capital, however, are gradually introducing a better system of building, and a few very creditable descriptions of vessels have been turned out lately; but I would venture to suggest for the consideration of Government that all owners and masters of vessels known to be unseaworthy should be authoritatively warned that in the event of loss of life through the unseaworthiness of their vessels, they would be prosecuted under the provisions of sections 336 and 337 of the Indian Penal Code as suggested in Government letter No. 2464, dated 23rd August 1870, forwarded to this office with commissioner's letter No. 101, dated 9th September 1870.

77. I cannot at present see any other way of modifying, if not altogether preventing, this yearly sacrifice of human life.

Wrecks on the Coast.

78. The ship *John Banks*, an English vessel of 680 tons, salt laden from Liverpool, was lost on one of the eastern prongs of the sea reefs, about 60 miles to the westward of Chittagong; crew all saved. But there were no wrecks actually on the coast of Chittagong during the year.

79. The Kootubdea light has been burning satisfactorily, and the first class spire-buoy lately placed near the shoal patch, four miles west of it, has already saved one vessel from getting on this danger by the look-out discovering it just in time to escape when working up the coast during the night. The necessity for, and usefulness of, this danger mark is thereby confirmed.

80. Norman's Point light has also been reported very satisfactory. These beacons are constructed entirely of wood, and it is only a question of time and the progress of our trade when these must needs be succeeded by a good substantial light-house further inland, as the sea-face of the land is cutting away so much that the house of the jemadar, who is in charge of the lights, had to be removed further inland a short time since.

Future Prospects.

81. This port, in my opinion, must sooner or later become the main outlet for the produce of Eastern Bengal; but until either inland steamers or railways are introduced for the conveyance of produce to the port, its progress must necessarily be limited. Either of these projects would, I think, be preferable to cutting a canal if it could be successfully done, for I greatly fear that the silt from it for some years would materially affect the navigable channels of the Kurnafoolee river, for the ordinary tides have not sufficient strength to carry it away to sea, and it would naturally be deposited on the shoalest parts, and probably render the river unnavigable for large draught vessels.

82. The approaches to Chittagong are considerably difficult, and require precaution and judgment when approaching the coast, especially for the first time. The currents vary considerably, but not always regular with the change of the monsoons, and have often been known to change, in the eastern side of the bay near this coast, to an almost opposite direction before it could have been anticipated. Judging from any of the sailing directions that I have seen, I consider it unfortunate that the late survey of the coast by Mr. Pearson was not published in separate sheets on a large scale, instead of amalgamating it with the previous surveys, having only explanatory notes attached (I have seen no other), and on a scale much too small for coasting purposes where so many dangers exist. I hope it is not yet too late, however, to have this valuable survey published separately on a large scale, purely as a coasting chart, for in that form only can it be of any practical advantage to the navigator; and I think I am right in stating that the original object of the survey was to provide a reliable coasting chart of this intricate and dangerous part of the coast, the southern limit of which, being high and remarkable, is usually the first land sought to be made by vessels bound to this port.

83. Mr. Thompson held the office of assistant conservator from the beginning of the official year up to 4th March 1871, and was transferred to Calcutta.

84. Mr. W. Warden took charge of the office of assistant conservator on the 20th March 1871. His service has therefore been too brief to enable me to offer any opinion other than his evident willingness and desire to carry out the duties of his office satisfactorily.

85. The duties of the port office, which have increased more than three-fold of late years, have been performed very creditably by the port clerk alone, and his practical knowledge as an accountant was of great service to me in extricating the port fund accounts from the confusion they had been in for years past.

86. I trust the administration of the port department for the year under review may be approved.

Statement showing the receipts and disbursements of the Port of Chittagong for the year 1870-71, as compared with 1869-70.

RECEIPTS.				DISBURSEMENTS.				
ITEMS OF RECEIPTS.	1869-70.	1870-71.	Decrease.	ITEMS OF DISBURSEMENTS.	1869-70.	1870-71.	Increase.	Decrease.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
Port dues ...	19,596	17,039	2,557	Port establishment ...	2,050	2,203	153	.....
Miscellaneous ...	1,504	203	1,301	Stores ...	1,533	.....	.....	1,533
				Contingencies ...	160	271	111	.....
				Norman Point and Kootubdea light-house establishment ...	1,588	1,659	71	.....
				Stores ...	3,507	4,231	714	.....
				Contingencies ...	651	582	.....	69
				Schooner <i>Swallow</i> establishment ...	807	431	.....	376
				Stores ...	.....	.....	.....	.....
				Contingencies ...	117	.....	.....	117
				Signal station establishment ...	187	180	43	.....
				Stores ...	452	.....	.....	452
				Patunga Point stores ...	61	.....	.....	61
				Ditto renewing the beacon ...	.....	594	594	.....
				Stationery and printed forms ...	45	21	.....	24
				Re-buoysing the Chittagong river ...	.....	8,163	8,163	.....
				Construction of a dispensary and hospital (contributions from port fund) ...	.....	4,000	4,000	.....
				Floating jetty ...	.....	1,016	1,016	.....
				Public Works expenditure—repairs to jetty ...	403	452	49	.....
				Ditto ...	147	.....	.....	147
				Repairs to light-house and other buildings at Kootubdea ...	1,640	132	.....	1,508
				Ditto, protecting the light-house from the encroachment of the sea ...	2,325	.....	.....	2,325
				Refund of port dues ...	79	.....	.....	79
Total ..	21,100	17,242	3,858	Total ...	15,705	23,925	14,914	6,694

COMMISSIONER'S OFFICE, CHITTAGONG,
The 13th June 1871.

H. HANKEY, *Offg. Commissioner.*

From R. H. WILSON, Esq., Officiating Under-Secretary to the Government of Bengal, to the Officiating Commissioner of the Chittagong Division,—(No. 2708, dated Fort William, the 5th September 1871.)

I AM directed to acknowledge the receipt of your letter No. 15, dated 13th June, containing your report on the Chittagong port fund for the year 1870-71, and to communicate the following orders and observations.

2. The Lieutenant-Governor observes that the number and the tonnage of vessels entering Chittagong port were 10 per cent. less than in the year 1869-70; the decrease has been apparent in all classes of vessels, but has been greatest in Liverpool ships laden with salt. His Honor desires to be informed whether the trade of Chittagong has continued to fall in the present year; whether it is believed that ships, which formerly obtained rice for export from Chittagong, are beginning to frequent Akyab; how the deficiency in the supply of Liverpool salt has been met; and whether the local price of salt has risen in consequence. It should also be stated whether last year's harvests were good, and whether anything is known as to what became of the surplus rice from Tipperah and Noacolly, which has hitherto been exported from Chittagong; whether, that is to say, it remained in the country or was exported by some other route.

3. A copy of your paragraph 6 has been sent to the Accountant-General, with a request that he will arrange, if possible, for meeting your views by letting the Conservator have a statement of the expenditure on stores within a few weeks of the end of each year.

4. With respect to the purchase of a port schooner, a separate communication will be addressed to you on the conclusion of inquiries which are in progress.

5. The attention of the Public Works Department of this Government has been called to those paragraphs of your report which refer to the construction of a floating jetty and the improvement of the present standing jetty.

6. The Lieutenant-Governor learns with satisfaction that native ship-builders have begun to construct a better class of vessels than those hitherto used.

7. The Master Attendant has been asked to take into early consideration the suggestion in your 18th paragraph, that a survey of the coast should be published separately as a coasting chart. The Lieutenant-Governor desires that this matter be not lost sight of. If you will submit a separate report with an estimate and detailed proposals for deepening the Moheskhali khal, the Lieutenant-Governor will be ready to take the matter into consideration. He fears that some part of the cost of the scheme would have to be provided locally, either from the port fund or from such other source as you can suggest; but a part could probably be contributed from the provincial budget for communications.

8. Your opinion is requested on the proposals contained in Mr. Marshall's paragraphs 17 and 18. If the "balam" boats are really leaving the port, and if the funds can afford to lose the Rs. 3,000 they pay, Mr. Marshall's proposal ought to be carefully considered. The decrease in the number of balam boats seems to have been 11 per cent.; but the tonnage increased last year.

9. With reference to paragraphs 58 and 59 of the Conservator's letter, the Lieutenant-Governor desires to know whether any part of the present pilot establishment is inefficient; and if so, what change, if any, you would recommend to prevent unnecessary risk to vessels entering the port.

10. As the cost of re-bridging the river (Rs. 8,163) was a special charge which will not recur, the condition of the port fund may be considered fairly satisfactory; for its gross receipts were Rs. 17,039 against a gross expenditure of Rs. 23,925, while the fund has at its credit a balance of Rs. 55,622.

Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 9th September 1871.

Number.	District.	Date of return from each district.	Rainfall at Sudder Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
1	Bhaugulpore	Sept. 8th	1.1	Favorable	Good.	Floods subsiding.
2	Monghyr	" 9th	4.3	Rainy then bright	Bladoi more than half destroyed and Amun partially injured.	
3	Purneah	" 2nd	7.9	Rain and sun	Generally good.	
4	Rajnechal	" 9th	4.5	Fine	Aghany rice good.	
5	Deoghur	" 9th	1.9	Favorable	High land rice very good; low land crop damaged by too much rain.	
6	Nya Doomka	" 9th	3.9	*	*	* No information submitted.
7	Godda	" 9th	†	Favorable	Excellent.	† No rain gauge.
8	Pakour	" 9th	1.0	Seasonable	No change.	Very heavy rain on two days.
9	Jamtara.					
10	Patna	" 9th	1.1	Rainy, cloudy, and sultry.	Bladoi almost lost by rain and floods. Rice uncertain yet, but reports are rather favorable.	
11	Gya	" 7th	.2	Fair and cloudy	Bladoi injured; rice promises well.	
12	Chumparun	" 9th	1.4	Cool	High land crops good, low land ones much damaged by inundation.	
13	Sarun	" 9th	6.1	Rainy and unfavorable.	Crops hopelessly destroyed by inundation.	Local distress apprehended.
14	Shahabad.					
15	Tirhoot	" 9th	2.1	Little rainy and cloudy.	Most crops damaged considerably by inundation.	Blagairuthy, Gunduk, and the Ganges gradually falling.
16	Rajshahye	" 7th	1.3	Rainy and cloudy	High land Ous and Amun good and promising, but the low land ones very much destroyed by floods.	
17	Bogra	" 8th	4.1	Changeable	Favorable.	
18	Dinagepore	" 9th	2.1	Very hot and close.	Favorable.	
19	Maldah	" 8th	5.5	Rainy	Bladoi and Amun very much damaged by inundation.	
20	Moorsshedabad	" 9th	1.7	Fair	A great part of the Amun destroyed. There is slight improvement from the falling of the river.	
21	Pubna	" 9th	4.9	Seasonable	Ous and Amun injured by inundation.	Rivers still very high, and land much under water.
22	Rungpore	" 9th	5.6	Rain and sun	Good.	
23	Burdwan	" 9th	6.3	Rainy and fair...	Ous much and Amun a little damaged; sugarcane not good.	
24	Bancoorah	" 9th	1.2	Hot	Favorable.	
25	Beerbhoom	" 9th	3.2	Rain and sun	Good.	
26	Hoochly	" 9th	3.9	Clear, then rainy and cloudy.	Ous good. Amun in low lands injured by inundation.	
27	Howrah	" 9th	1.0	Favorable	Crops in high lands very good, in low lands partially destroyed by heavy rain.	
28	Midnapore	" 8th	2.9	Dry	Good.	
29	Nudda	" 9th	.5	Not unfavorable	Most crops damaged very much.	The present inundation is said to be the severest ever experienced, except perhaps that of 1823.
30	Jessore	" 8th	1.3	Hot and cloudy	Great loss to Ous and Amun by inundation, which has submerged almost the whole district.	Suffering from loss of houses, crops, and cattle is great; and sickness is apprehended.
31	24-Pergunnahs	" 9th	4.5	Rainy and cloudy	Generally good, except in the Buseerhaut sub-division, where both Ous and Amun have been injured by flood.	
32	Dacca	" 1st	.4	Dry, hot, and cloudy.	Good.	
33	Backergunge	" 2nd	1.1	Sunny and rainy	Favorable.	

Number.	District.	Date of return from each district.	Rainfall at Sud-der Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
34	Furreedpore ...	Sept. 9th	5.3	Rainy and fair, but still and oppressive.	Rice good; sugarcane damaged by inundation.	Very high inundation, such as has not been known for many years.
35	Mymensingh ...	" 2nd	6.9	Very rainy ...	Early crops reaped; late rice safe yet, though the rivers have risen very high.	
36	Sylhet ..	" 2nd	2.5	Cool and showery	Favorable.	
37	Cachar ..	" 2nd	3.2	Cloudy, rainy, and cool.	Good; rivers falling.	
38	Chittagong ...	" 1st	.6	Generally fine...	Favorable.	
39	Nonkhully or Bulloah ...	" 1st	1.7	Very hot ...	Good	Much sickness.
40	Tipperah ...	" 1st	.3	Very hot ...	Good.	
41	Hill Tracts of Chittagong ...	Aug. 26th	7.1	Rainy	Good.	
42	Cuttack ...	Sept. 9th	3	Favorable. ...	Good.	
43	Balusoore ..	" 9th	2.2	Rainy ...	Very prosperous.	
44	Pooree ...	" 1st	2.6	Hot & unhealthy.	Generally good; but in some places gloomy for want of rain.	
45	Hazareebaugh ...	" 9th	6.7	Very rainy	No serious damage done yet.	
46	Lohardugga ...	" 8th	5.2	Rainy ..	Excellent.	
47	Maunbhoom ..	" 9th	.7	Rainy ...	Not very favorable.	
48	Singbhoom ...	" 2nd	.7	Seasonable ...	Favorable.	
49	Durrung ..	"				
50	Nowgong ...	" 2nd	6.5	Rainy ...	Good, except in places inundated by hill streams.	
51	Sechsaugor.					
52	Kamroop ...	" 2nd	.2	Dry ...	Good.	
53	Luckimpore.					
54	Khasi and Jynteah Hills.	" 1st	1.3	Cloudy and rainy	Favorable.	
55	Naga Hills.					
56	Julpigoree ...	" 1st	5.1	Cloudy and wet	Amun improving.	
57	Gowalparah ...	" 2nd	2.6	Rainy ..	Favorable.	
58	Garo Hills ..	" 2nd	3.1	Seasonable ...	Healthy.	
59	Darjeeling ..	" 2nd	4.6	Healthy ...	Late rice suffering for want of rain, other crops good.	
60	Cooch Behar ...	" 2nd	*	Very rainy ...	Good.	* No rain gauge

N B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 12th September 1871.

C. BERNARD,
Offg. Secy. to the Govt. of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISION.	Stations.	Rainfall from 21st to 27th August 1871.	Rainfall from 28th Aug. to 3rd Sept. 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain	Up to date	
CUTTACK.	Cuttack { Telegraph Office ...	0.10	2.70	45.54	3rd Sept. 1871	
	{ Jail ...	0.25	1.37	40.18	ditto	
	False Point ...	2.70	Not received	14.30	27th Aug. 1871	
	Jajpore ...	1.44	1.41	71.54	3rd Sept. 1871.	
	Kendraparah ...	Nil	0.90	36.20	ditto.	
	Jugut-singapore ...	1.10	0.60	36.13	ditto.	
	Sundulpore ...	0.18	Nil	34.33	ditto.	
	Bainsore ...	2.18	0.31	13.91	ditto.	
	Bludhruck ...	0.32	0.70	45.56	ditto.	
CHOTA NAGPORE.	Poorce ...	1.20	1.18	41.56	ditto.	
	Khoondah ...	4.29	2.75	46.32	ditto.	
	Hazareebaugh ...	0.41	1.78	42.05	ditto.	
	Burhee ...	1.50	0.62	38.00	ditto.	
	Pachamba ...	2.85	1.44	17.50	ditto.	
	Ranchoe ...	3.27	0.31	47.87	ditto.	
	Palanow ...	2.52	0.4	39.10	ditto.	
	Purnha ...	4.18	0.19	51.28	ditto.	
	Gobindpore ...	4.76	1.26	42.15	ditto	From 12th June.
PATNA.	Chycaassa ...	0.60	0.72	41.46	ditto.	
	Patna ...	2.72	1.16	10.30	ditto.	
	Benar ...	1.94	Not received	14.59	27th Aug. 1871.	
	Ban ...	1.13	0.18	26.02	3rd Sept. 1871	
	Dinapore ...	6.33	0.50	10.91	ditto	
	Gya ...	1.28	0.07	41.86	ditto	
	Shorghotty ...	3.62	0.81	38.42	ditto.	
	Nowadah ...	0.67	1.11	41.10	ditto.	
	Arungabad ...	1.26	0.14	33.43	ditto.	
BHAGULPORE.	Champanuan ...	Not received	0.75	32.04	ditto	Not received 21st to 27th August. From 6th June.
	Bettiah ...	7.77	4.15	40.51	ditto	
	Chuntah ...	2.90	3.20	52.78	ditto	
	Sewan ...	0.66	0.90	52.89	ditto.	
	Mozulfenore ...	1.80	2.80	42.09	ditto.	
	Dulbhanga ...	0.18	5.78	50.45	ditto.	
	Sectamarce ...	7.93	2.45	41.82	ditto.	
	Lapere ...	2.00	2.00	26.70	ditto	Not recorded 6th to 10th March. From 1st April.
	Mudhubani ...	11.60	3.52	41.16	ditto	From 22nd May.
RAJSHAHYE.	Hajipore ...	3.43	1.93	27.08	ditto	
	Arrah ...	5.70	0.62	40.15	ditto.	
	Buxar ...	4.54	1.75	55.58	ditto.	
	Sasaram ...	2.60	0.13	36.44	ditto.	
	Bhubhoah ...	2.31	2.51	18.46	ditto.	
	Benares ...	2.50	2.50	42.13	ditto.	
	Bhaugulpore ...	0.92	1.07	30.40	ditto.	
	Mudhey-poorah ...	0.20	0.80	43.03	ditto	
	Banka ...	3.17	Not received	31.26	27th Aug. 1871.	From 14th August.
BARDWAN.	Soolpool ...	12.25	3.62	17.76	3rd Sept. 1871	
	Monghyr ...	5.19	0.90	41.83	ditto.	
	Jamone ...	2.30	1.33	40.46	ditto.	
	Begoesari ...	1.54	0.13	33.90	ditto.	
	Deoghur ...	1.74	0.85	48.90	ditto.	
	Jamtara ...	4.10	Not received	55.33	27th Aug. 1871	From 13th February.
	Rajmehal ...	0.20	5.60	51.60	3rd Sept. 1871	From 12th February.
	Pakour ...	5.30	2.40	34.44	ditto	From 21st May.
	Purneah ...	9.71	6.34	62.70	ditto.	From 13th June.
FEDWAN.	Kishengunge ...	3.23	4.92	40.47	ditto	From 26th June.
	Arraria ...	5.24	9.08	50.10	ditto	
	Rampore Beaulah ...	5.70	1.36	61.30	ditto.	
	Natore ...	3.90	8.88	67.55	ditto.	
	Bograu ...	6.50	2.22	72.94	ditto.	
	Dinapore ...	4.99	3.24	59.33	ditto.	
	Maldah ...	2.71	5.30	41.61	ditto.	
	Berhampore ...	2.44	1.33	51.48	ditto.	
	Jungipore ...	3.53	2.70	47.84	ditto.	From 16th January.
FEDWAN.	Lalbagh ...	2.74	3.44	47.05	ditto	From 17th April.
	Jamookandi ...	4.09	2.52	47.49	ditto	
	Punna ...	2.28	2.13	59.86	ditto.	
	Serajunge ...	2.08	3.14	63.22	ditto.	
	Rangpore ...	6.10	9.60	80.30	ditto.	From 22nd January.
	Bhowanigunge ...	3.24	4.04	55.24	ditto	
	Titalya ...	7.00	8.25	65.85	ditto.	
	Burdwan ...	3.61	0.36	50.94	ditto.	
	Cutwa ...	3.44	2.40	50.05	ditto.	
FEDWAN.	Culina ...	2.03	0.35	54.32	ditto.	
	Bood-Bood ...	3.93	0.60	55.73	ditto.	
	Bauecotah ...	2.17	0.39	50.48	ditto.	
	Ranogunje ...	4.22	0.82	46.10	ditto.	
	Sonee ...	3.74	1.83	47.92	ditto.	
	Hooghly ...	1.90	0.0	64.99	ditto.	
	Hooghly ...	3.75	0.59	43.40	ditto	From 20th March.
	Serainpore ...	2.62	1.01	56.43	ditto	From 21st April.
	Jehanabad ...	2.02	1.03	76.10	ditto.	
FEDWAN.	Howrah ...	3.20	2.11	57.90	ditto.	
	Miansapore ...	0.31	0.51	57.15	ditto.	
	Contai { Dy. Collr.'s Office ...	0.52	0.58	60.70	ditto.	
	{ Engr's Office ...	2.04	0.25	40.34	ditto	From 6th February.
FEDWAN.	Gurbetta ...	2.04	0.25	40.34	ditto	
	Tumlook ...	1.07	1.10	64.29	ditto.	

DIVISION.	Stations.	Rainfall from 21st to 27th August 1871.	Rainfall from 28th Aug. to 3rd Sept. 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnaghur ...	3 00	1 14	40 54	3rd Sept. 1871	Not received 21st to 27th August.
	Bongong ...	4 31	1 28	63 57	ditto.	
	Ranaghat ...	2 19	0 37	48 42	ditto.	
	Meherpore ...	5 91	0 85	48 50	ditto.	
	Choudangah ...	Not received	2 10	63 45	ditto.	
	Kooshteah ...	3 07	1 56	64 08	ditto.	From 16th February. From 6th March. From 3rd April. ditto.
	Jessore ...	4 31	1 67	71 90	ditto.	
	Khoolnah ...	2 01	2 03	61 48	ditto.	
	Jendah ...	7 14	Not received	73 75	27th Aug 1871	
	Nural ...	1 04	ditto	51 05	ditto.	
	Magoorah ...	2 27	ditto	35 22	ditto.	
	Bagirhaut ...	3 07	ditto	61 30	ditto.	3rd Sept. 1871.
	Saugor Island ...	0 50	0 70	74 60	ditto.	
	Calcutta ...	2 81	0 84	76 09	ditto.	
	Alipore { Jail ...	2 02	1 13	80 59	ditto.	
	{ Hospital ...	2 56	1 11	79 32	ditto.	
	Barrackpore ...	2 25	0 10	75 50	ditto.	From 5th June.
	Dum-Dum ...	1 08	0 87	51 04	ditto.	
	Baraset ...	0 08	0 25	55 97	ditto.	
	Satkherah ...	3 15	1 15	61 18	ditto.	
	Basseerhaut ...	2 06	1 05	62 08	ditto.	
DACCA.	Diamond Harbour ...	0 72	0 77	69 00	ditto.	Not received 12th to 18th June.
	Baripore ...	5 65	1 00	73 09	ditto.	
	Dacca { Telegraph Office ...	1 58	1 12	71 89	ditto.	
	{ Jail ...	1 60	0 80	69 50	ditto.	
	Burrisaul ...	3 06	1 77	71 70	ditto.	Not received 10th to 23rd July. Not received 31st July to 6th Aug.
	Dowlat Khan ...	7 11	0 51	81 56	ditto.	
	Perazepore ...	8 02	1 72	70 15	ditto.	
	Madanpore ...	3 32	1 23	66 27	ditto.	
	Furreezapore ...	0 08	1 01	77 55	ditto.	
	Goulundo ...	4 65	0 17	41 06	ditto.	Not received 10th to 23rd July. Not received 31st July to 6th Aug.
	Mymensing ...	7 44	7 03	92 17	ditto.	
	Jamalpore ...	7 12	Not received	62 15	27th Aug 1871	
	Alteah ...	3 77	0 76	81 53	3rd Sept. 1871.	
	Kishoregunge ...	4 07	3 53	81 97	ditto.	
CHITTAGONG.	Sylhet ...	10 78	3 15	110 20	ditto.	Not recorded 27th Feb to 5th March.
	Cachar ...	5 84	Not received	70 04	27th Aug. 1871.	
	Hylakandy ...	4 70	ditto	69 54	ditto.	
	Koyah ...	4 33	ditto	81 60	ditto.	
	Chittagong { Telegraph Office ...	7 30	2 20	86 88	3rd Sept. 1871.	Not received 10th to 23rd July. Not received 31st July to 6th Aug.
	{ Jail ...	7 02	2 03	90 29	ditto.	
	Cox's Bazar ...	5 99	Not received	112 14	27th Aug 1871	
COCH BEHAR.	Kangamata Hill ...	6 36	ditto	78 22	ditto.	
	Noakhally ...	4 84	2 13	96 93	3rd Sept 1871.	
	Tipperah ...	8 70	1 60	81 77	ditto.	Not received 10th to 23rd July. Not received 31st July to 6th Aug.
	Brahmanbariah ...	8 53	3 48	90 12	ditto.	
	Akyab ...	8 80	Nil	163 30	ditto.	
COCH BEHAR.	Buxa ...	10 33	14 16	153 46	ditto.	Not received 10th to 23rd July. Not received 31st July to 6th Aug.
	Gowalparah ...	3 06	2 88	78 41	ditto.	
	Dhoobree ...	7 80	2 10	54 70	ditto.	
	Tura (Garo Hills) ...	8 01	Not received	82 75	27th Aug. 1871.	
	Darjeeling { Telegraph Office ...	Not received	ditto	70 09	31st July 1871	
	{ Hospital ...	9 34	2 34	90 77	3rd Sept. 1871.	From 30th January.
	Ranghee ...	Not received	Not received	117 04	31st July 1871	
ASSAM.	Falacottah ...	ditto	ditto	43 07	6th Aug. 1871	
	Julpigoree ...	11 27	4 33	79 78	3rd Sept 1871.	
	Bota ...	6 85	4 50	69 63	ditto.	
	Tezporc ...	8 50	Not received	60 81	27th Aug. 1871	From 27th February.
	Nowgong ...	21 30	ditto	95 17	ditto.	
	Mungledye ...	6 50	ditto	58 24	ditto.	
	Burpettah ...	6 23	ditto	60 16	ditto.	
	Gowhatty ...	3 52	0 38	48 37	3rd Sept 1871.	Not received 31st July to 6th Aug.
	Sechaugor ...	13 15	Not received	98 71	27th Aug. 1871.	
	Jorehaut ...	6 08	ditto	74 82	ditto.	
ASSAM.	Golaghat ...	7 71	ditto	88 10	ditto.	
	Nazeraah ...	5 19	ditto	85 12	ditto.	From 18th February.
	Debrooghur ...	1 70	ditto	80 25	ditto.	
	Suddya ...	4 82	ditto	71 34	ditto.	
	Shillong ...	6 10	ditto	54 02	ditto.	
	Cherrapunjee ...	2 27	ditto	250 43	ditto.	From 18th February.
ASSAM.	Jowai ...	0 70	ditto	92 60	ditto.	
	Samoooodting ...	Not received	ditto	30 60	20th Aug. 1871.	

HENRY F. BLANFORD,

CALCUTTA,
The 9th September 1871.

Meteorological Reporter to the Govt. of Bengal.

Meteorological Telegraphic Report for the period 3rd to 9th September 1871.

STATIONS	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Sept.											
	3rd	10	29.732	29.750	84.5	80.5	83	S S W	...	...	S	
	16		29.655	29.673	85.4	81.7	84	S by W	...	...	S	
	4th	10	29.746	29.764	87.0	82.7	83	S by W	...	...	K	scuds from s by w
	16		29.709	29.727	79.6	78.5	83	W by N	...	...	CS	o
	5th	10	29.775	29.793	85.3	79.6	77	S W	...	3.25	CS	o, v
	16		29.680	29.704	78.0	77.0	95	S S E	...	0.05	OK, K	
	6th	10	29.705	29.783	81.2	74.5	88	S by W	...	1.33	OK	
	16		29.617	29.665	83.0	79.0	83	S by E	...	0.24	K	
	7th	10	29.715	29.753	83.7	80.3	85	S	...	...		o, r
SAGOR ISLAND.	16		29.647	29.605	63.5	70.3	83	S S W	...	...
	8th	10	29.668	29.696	80.0	80.8	70	S	...	0.20	K, C	
	16		29.519	29.537	80.0	82.7	70	S by E	...	...	N, S	
	9th	10	29.617	29.625	83.8	80.0	83	E by N	...	...	K	
	16		29.480	29.498	81.0	81.0	87	S E	...	0.08	K, N	
	3rd	10	29.751	29.757	81	81	87	S W	19.9*	0.20	N	b, p, u
	16		29.662	29.664	87	83	83	S S W	15.7*	...	N	o
	4th	10	29.781	29.787	88	84	83	S S W	15.2*	...	N	b, u
	16		29.677	29.683	87	84	87	S S W	17.1*	...	N	o, u
	5th	10	29.787	29.793	84	81	83	W S W	1.1*	...	N	b
CHITTAGONG.	16		29.690	29.696	82	80	91	S	14.6*	1.20	N	o, r, u
	6th	10	29.700	29.706	81	80	95	S S E	3.5*	1.10	N	o, r
	16		29.658	29.664	82	80	91	S S W	18.1*	0.10	N	b, r, u
	7th	10	29.741	29.747	83	80	91	S	10.9*	0.40	N	b, d, u
	16		29.603	29.609	83	80	91	S S W	10.1*	0.10	N	o, u, u
	8th	10	29.681	29.687	96	82	83	S S W	6.2*	0.10	N	b, u, u
	16		29.536	29.542	68	82	76	S S E	4.4*	...	K, S	b
	9th	10	29.608	29.614	80	81	80	N E	11.0*	...	N	b
	16		29.497	29.503	85	82	87	S E	1.7*	0.50	N	b, u, u
	2nd	10	29.743	29.752	86	81	70	E S E	4.5*	0.20	K	b, v
MADRAS.	16		29.628	29.737	86	80	75	S W	9.7*	...	K, KS	b
	3rd	10	29.724	29.830	81	78	86	S W	4.2*	0.70	KS	p, u
	16		29.627	29.739	77	76	95	N W	5.6*	1.20	N	d, o, g
	4th	10	29.738	29.848	84	81	87	I	3.5*	0.50	K, C	b, t
	16		29.641	29.750	86	81	79	W S W	10.8*	0.10	K, KS	p
	5th	10	29.723	29.833	85	79	75	S E	3.0*	0.20	K, KS	o, v
	16		29.631	29.741	85	81	75	S W	11.0*	...	K, C	b
	6th	10	29.713	29.823	86	81	75	S W	3.8*	0.30	K, C	b, v
	16		29.609	29.718	87	80	72	S W	9.1*	...	K, KS	b
	7th	10	29.691	29.800	86	80	75	E	2.4*	...	K, CS	u
CUTTACK.	16		29.516	29.655	87	80	72	S	10.1*	...	K, CK	b
	8th	10	29.612	29.722	85	80	70	N W	4.3*	...	K, KS	u
	16		29.472	29.582	83	80	87	S	6.3*	...	N	d, u, t
	9th	10	29.576	29.687	81	79	79	N N E	...	...	KS	u
	16		29.461	29.575	83	78	78	N W	4.6*	0.40	C, KS, N	d
	3rd	10	29.809	29.838	89	76	52	W N W	6*	...	...	b
	16		29.699	29.729	80	76	51	N by W	10*	...	...	b
	4th	10	29.842	29.872	80	77	56	S by E	5*	...	...	bo
	16		29.719	29.749	87	77	61	N N W	8*	...	...	be
	5th	10	29.842	29.862	92	77	48	S by W	8*	...	...	be
AKYAP.	16		29.710	29.749	89	79	62	N E	6*	...	...	bo
	6th	10	29.827	29.857	80	76	52	S E by S	9*	...	...	be
	16		29.684	29.714	87	77	61	N N W	9*	...	...	be
	7th	10	29.808	29.838	87	77	61	S E	10*	0.01	...	bo
	16		29.673	29.703	86	77	64	N N W	1*	0.01	...	be
	8th	10	29.787	29.817	87	74	51	S S E	13*	...	...	bo
	16		29.650	29.680	80	75	78	S	11*	0.48	...	bo
	3rd	10	29.696	29.778	87	80	73	W N W	0.3*	1.10	C	fair
	16		29.606	29.697	91	81	61	S S W	0.5*	...	C, KS	sultry
	4th	10	29.723	29.808	88	82	76	S W	0.1*	...	KS	cloudy
CUTTACK.	16		29.677	29.769	78	76	90	W	0.1*	...	N	
	5th	10	29.727	29.811	85	81	83	W S W	0.1*	1.60	KS, C	
	16		29.727	29.820	77	76	95	N N E	0.1*	...	N	o
	6th	10	29.717	29.810	79	77	90	E S E	0.1*	2.00	N	o
	16		29.621	29.708	83	79	83	S S W	0.2*	...	KS, N	
	7th	10	29.674	29.756	85	80	79	W S W	...	...	KS	fair
	16		29.590	29.612	85	80	79	S S W	0.3*	...	KS	t, /
	8th	10	29.690	29.682	87	81	76	N N W	0.1*	...	C, K, KS	cloudy
	16		29.500	29.582	86	80	75	S S E	0.2*	...	N	t, l, u
	2nd	10	29.831	29.846	84	80	83	E	1	...	CK, KS	b
AKYAP.	16		29.710	29.735	85	80	79	W	1	...	CS, K	b
	3rd	10	29.805	29.820	83	80	87	S E	1	...	K, CK, CS	b
	16		29.710	29.735	85	80	79	W N W	1	...	K, KS	b
	4th	10	29.821	29.836	84	80	83	S E	1	0.00	K, CK, CS	b
	16		29.717	29.732	86	80	75	W	1	...	K, C, CS	b
	5th	10	29.844	29.840	83	79	83	E	1	...	KS	o
	16		29.713	29.728	84	79	79	W	2	...	KS	b
	6th	10	29.816	29.831	82	79	87	S	1	...	K, KS	g
	16		29.680	29.695	85	80	79	W	1	...	S, KS	u
	7th	10	29.765	29.780	83	79	83	S E	1	...	C, K, CS	b
AKYAP.	16		29.620	29.635	85	80	79	N W	1	...	K	l, j
	8th	10	29.694	29.709	78	74	90	N	1	1.10	N	r
	16		29.574	29.680	80	78	91	N N W	1	0.10	K, KS	g
	9th	10	29.637	29.652	82	79	87	E S E	1	0.10	K, K	d
	16		29.554	29.569	80	77	80	S	1	0.10	K, KS, CS	g

* Velocity of wind in miles per hour.

CALCUTTA,
The 9th September 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 1st to 7th September 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			lb	Miles.	In.		
Sept.	1st	29.755	86.5	80.8	147.2	83.3	80.5	78.5	0.80	S by W & S S W	...	22.8	...	...	Cirri and cumuli. Drizzled at 1 P.M.
	2nd	707	88.5	80.8	140.5	83.6	80.5	78.3	.85	S by W & S S W	1.0	65.7	...	...	Stratoni and cirri. Drizzled at 8 A.M.
	3rd	684	87.2	81.5	137.6	83.9	80.8	78.6	.85	S by W & S S W	...	101.1	...	...	Stratoni and cirri. Lightning on S W at 7 and 8 P.M.
	4th	709	91.0	79.0	151.0	83.3	80.5	78.5	.86	S by W & S W	2.4	146.0	3.25	...	Stratoni, cumuli, and overcast. Brisk wind at 8½ P.M. Thunder at 4, and from 12½ A.M. to 6 P.M. Lightning at 4 A.M. and from 4 to 8 P.M. Heavy rain from 3½ to 4½ P.M., and slight rain from 4½ to 11 P.M.
	5th	727	87.7	78.0	147.0	81.2	79.0	77.5	.89	S W & S by W	1.0	75.9	1.28	...	Cirri, cirrostrati, and overcast. Brisk wind at 3½ P.M. Thunder at 3½ and 6 P.M. Lightning at 5 P.M. Rain from 1½ to 9 P.M.
	6th	714	86.5	79.0	150.6	81.7	79.3	77.6	.88	S by W & S	...	41.0	0.35	...	Overcast, cumuli, and stratoni. Slight rain from 3 to 5 and 9½ A.M.
	7th	673	87.4	78.5	144.5	82.0	79.5	77.7	.87	S & S by E	0.6	125.1	0.20	☾	Cirri, cumuli, and clear. Rain at 4 P.M.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	13.0
The max. temperature during the past seven days	...	91.0
The max. temperature during the corresponding period of the past year	...	87.0
The mean humidity during the past seven days	...	0.87
The mean humidity during the corresponding period of the past year	...	0.89
		Inches.
The total fall of rain from 1st to 7th	... { by lower rain gauge	5.08
	... { by anemometer gauge	4.65
Ditto ditto average of seventeen previous years	...	2.28
Ditto between the 1st January and the 7th September	...	81.43
Ditto ditto ditto ditto, average of seventeen previous years...	...	53.57

GOPEKNAUTH SEN,
In charge of the Observatory.

The 8th September 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 26th August 1871, on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.									
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.												
		Rs.	As.	P.	£	s.	d.	Mds.	Srs.	Rs.	As.	P.	£	s.	d.	£	s.	d.
Total traffic for the week ...	83,417	91,098	13	7	8,350	14	7	307,016	20	2,08,044	7	6	19,070	14	10	27,421	9	5
Or per mile of railway ...	613,023	71	3	2	0	10	7	....		162	9	7	14	18	1	21	8	8
For previous 7 weeks of half-year ...	613,023	7,27,909	9	5	66,730	10	11	2,715,137	20	10,41,310	4	3	150,453	8	10	217,183	19	9
Total for 8 weeks ...	697,040	8,19,008	7	0	75,081	5	6	3,082,454	0	18,40,354	11	9	100,521	3	8	244,605	9	2
COMPARISON.																		
Total for corresponding week of previous year ...	76,034	95,199	0	11	8,726	11	7	399,565	10	2,96,583	13	1	27,186	17	0	35,913	8	7
Per mile of railway corresponding week of previous year ...	.....	84	2	2	7	14	3	....		262	1	10	24	0	7	31	14	10
Total to corresponding date of previous year ...	719,569½	8,90,955	11	8	82,220	18	10	3,944,335	30	27,29,235	2	2	250,179	17	9	332,400	16	7

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 26th August 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,439	7,807 6 5	715 13 7	33,129 10	8,970 0 6	822 6 1	1,537 10 8
Or per mile of railway ...	15½	35 0 2	3 4 2	....	40 3 8	3 13 9	4 17 11
For previous 7 weeks of half-year ...	24,735½	60,140 0 6	5,512 16 0	236,169 10	55,672 0 0	5,018 6 5	10,501 3 2
Total for 8 weeks ...	28,183½	67,947 6 11	6,228 10 4	269,298 20	64,643 3 0	6,870 12 6	12,099 2 10
COMPARISON.							
Total for corresponding week of previous year ...	2,842½	6,007 7 11	633 3 0	13,007 0	4,786 2 1	438 14 7	1,071 18 4
Per mile of railway corresponding week of previous year ...	.....	30 15 7	2 16 10	.....	21 7 5	1 19 4	4 16 2
Total to corresponding date of previous year ...	26,872½	68,180 14 5	6,249 18 4	130,674 0	44,061 11 0	4,030 5 4	10,280 3 8

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 26th August 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	22,083½	11,887 0 9	1,080 12 11	163,110 28	56,573 7 5	5,185 18 0	6,275 10 11
Or per mile of railway ...	147	75 15 4	6 19 3	1,042 0	361 7 10	33 2 9	49 2 0
For previous 8 weeks of half-year ...	196,040½	1,07,152 9 7	9,823 6 5	927,114 33	3,51,919 6 5	32,259 5 6	42,091 11 11
Total for 9 weeks ...	219,080	1,19,039 10 4	10,911 19 4	1,090,225 21	4,08,492 13 10	37,445 3 6	48,357 2 10
COMPARISON.							
Total for corresponding week of previous year ...	23,436	11,622 10 2	1,065 8 2	107,713 1	25,444 3 4	2,332 7 9	3,397 15 11
Per mile of railway corresponding week of previous year ...	251	103 10 1	6 8 2	951 0	224 7 9	20 11 11	30 0 1
Total to corresponding date of previous year ...	203,288	1,02,343 1 7	9,391 9 1	823,137 34	1,55,500 7 2	14,250 14 3	23,641 3 4

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 26th August 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	4,230½	675 12 9	67 11 7	10,499 0	323 13 3	32 7 4	99 10 3
Or per mile of railway ...	151	24 2 2	2 8 3	374 21	11 9 0	1 3 1	3 17 4
For previous 21 weeks of half-year ...	129,050½	23,541 15 0	2,344 3 10	214,742 20	6,375 8 3	637 11 1	3,021 14 11
Total for 22 weeks ...	133,977	24,517 11 9	2,451 15 5	225,231 20	6,699 5 6	659 18 9	3,121 14 2
COMPARISON.							
Total for corresponding week of previous year ...	4,023½	705 15 0	70 11 11	7,055 24	234 10 9	23 9 4	94 1 3
Per mile of railway corresponding week of previous year ...	144	25 3 5	2 10 5	253 0	8 6 1	0 16 9	3 7 2
Total to corresponding date of previous year ...	119,970½	20,292 4 0	2,020 4 6	219,878 24	7,035 0 6	763 10 1	2,792 14 7

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Ke. dighpur Canal during the month of July 1871.

DISTANCE FROM CUTTACK TO TERMINAL LOCK AT TIDE WATER, 42 MILES.

LOCAL TRAFFIC.				TRAFFIC BETWEEN CUTTACK AND SEA-BOARD.				STORES AND MATERIALS FOR IRRIGATION WORKS.				ABSTRACT.				REMARKS.			
Nature of cargo.	Approximate value of cargo.	Tonnage.	Tollage.	Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.	Tollage.	Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.	Tollage.	Number of boats.	Nature of traffic.		Value of traffic.	Tonnage.	Tollage.
8 Passengers.	Rs 2,378	...	Rs. As. P.	13	Local ..	...	...	...	...	...	...	...	...	...	101 Local	27,602	697 1 1	14,503	126 1 2
16 Jaggery	21,395	4,054	...	17	Rubble	19,631	3,936	49 10 0	3	stones.	288	1,152	5 8 0	308 Through	5,17,073	2,674	1,04,960	1,020 14 2	
3 Salt	2,275	453	...	6	Lime	6,195	1,089	14 4 0	6	...	629	2,119	10 0 0	25 Irra. works	1,351	303 1 1	5,381	46 14 0	
33 Paddy	5,082	10,044	...	6	Firewood	49,470	4,917	70 4 0	10	...	241	2,597	18 14 0	...	...	...	...	...	...
41 Empty	2,676	...	...	157	Shoots	18,311	36,123	484 10 0	2	...	286	1,184	5 12 0	...	...	...	...	...	...
...	...	...	...	4	Empty	295	1,073	16 2 0	...	...	...	1,327	6 13 0	...	...	...	...	...	...
...	...	...	...	9	...	1,639	7,539	111 6 0	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	5	...	21,290	4,455	64 0 0	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	1	...	4,00,000	650	9 12 0	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	90	...	...	8,923	129 11 0	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	1	...	5,17,073	74,879	2,674	1,04,960	...	1,351	5,673	303 1 1	432	...	5,46,029	3,681	1,26,844	1,193 13 4
101	27,602	19,549	697 1 1	308	...	...	...	1,020 14 2	25	...	...	...	...	...	...	...	...	...	...

*

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the First Section of the High Level Canal during the month of July 1871.
 LENGTH OF CANAL OPEN, 26 MILES.

LOCAL TRAFFIC.						STORES AND MATERIALS FOR IRRIGATION WORKS.						ABSTRACT.					REMARKS.
Number of boats.	Nature of cargo.	Approximate value of cargo.	Tonnage.	Ton mileage.	Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	Tonnage.	Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mileage.	
			Maunder. Tons.						Maunder. Tons.								
5	Jaggery	1,080 0 0	653	...	Rs. As. P.	3	Charcoal	47 0 0	2,853	...	11 12 0	61	Local	1,914 8 0	2,671	40 13 7	The tonnage shown is that of the boats and not of the cargo.
8	Passenger	...	...	...	...	2	Passengers	...	...	...	0 4 4	70	Irrn. Works	11,022 12 0	12,600	183 1 7
13	Empty	...	...	...	...	25	Empty	...	...	...	29 4 7	...	...	...	...	...
13	Paddy	400 0 0	855	...	...	1	Lanka grass	3 0 0	100	...	0 8 0	...	...	...	...	...
13	Straw	104 0 0	1,459	...	...	1	Timber	40 0 0	...	...	2 13 9	...	...	...	...	...
2	Firewood	15 8 0	223	...	...	2	Teapure	10,000 0 0	64	...	0 11 11	...	...	...	...	...
1	Lime	125 0 0	110	...	...	24	Laterite	285 12 0	15,259	...	74 0 0	...	...	...	...	...
1	Panboos	10 0 0	692	...	...	6	White stones	107 0 0	2,224	...	32 4 0	...	...	...	...	...
1	Sycon	50 0 0	31	...	...	1	Shots	40 0 0	100	...	0 8 0	...	...	...	...	...
...	...	...	...	...	...	2	P steamer	500 0 0	1,920	...	19 0 0	...	...	...	...	...
...	...	...	...	...	...	1	Shutter	...	516	...	7 8 0	...	...	...	...	...
...	...	...	...	...	...	2	Luggage	...	498	...	4 8 0	...	...	...	...	...
61		1,914 8 0	4,967	177	40 13 7	70		11,022 12 0	28,422	12,800	183 1 7	131		19,837 4 0	15,302	283 15 2	

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Taldundak Canal during the month of July 1871.
LENGTH OF CANAL OPEN, 15 MILES; AND FOR IRRIGATION, 6 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.				
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mile-age.	Tollage.	Num-ber of boats or rafts.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mile-age.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mile-age.	Tollage.	REMARKS.				
			Mauuds.	Tons.						Mauuds.	Tons.													
6	Paddy ...	840	2,008	1,012	40,670	Rs. As. P.	The tonnage shown is that of the boats and not of the cargo.				
8	Passengers, 134 in no.	...	...	...	...	5 11 9	53	Laterite stone ...	...	...	...	...	194 3 0	...	...	...	...	...	...
	Carts, 4	...	...	...	...	0 5 7	4	Chill stone ...	155	2,330	...	...	5 13 0	...	...	...	...	...	
10	Palankeen, 1	...	...	...	...	0 4 0	19	Rubble stone ...	302	9,161	...	...	23 14 6	...	Local	840	115½	615	14 11 7
	Empty ...	...	1,390	...	...	0 1 0	2	Sand cut stone ...	70	1,078	...	...	2 11 0	...	Iron works	3,275	3,771½	38,163½	264 7 0
5	Demurrage	...	...	...	...	3 7 3	17	Lime	1,650	7,936	...	...	0 8 0	...	...	...	...	...	...
...	.....	...	...	...	...	4 14 0	1	Bamboos, 600 in no.	6	...	...	...	...	...	...	...	...	...	...
...	.....	...	...	...	...	...	1	Iron goods for lock	50	39	...	...	0 1 0	...	...	...	...	...	...
...	.....	...	...	...	...	...	3	Empty	.....	76	...	...	0 3 0	...	...	...	...	...	...
...	.....	...	...	...	...	...	96	Ditto	.....	35,269	...	...	83 2 9	...	...	...	...	...	...
29		840	3,936	115½	615	14 11 7	198		3,275	105,592	3,771½	38,162½	264 7 0	225		4,115	3,987	38,777½	279 2 7					

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Matchgong Canal during the month of July 1871.

LENGTH OF CANAL OPEN, 15 MILES.

STORES AND MATERIALS FOR IRRIGATION WORKS.							ABSTRACT.							REMARKS.
Number of boats or rafts.	Nature of cargo.	Ap- proximate value of cargo.	TONNAGE.		Ton mile- age.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mile- age.	Tollage.		
			Maunds.	Tons.										
		Rs.				Rs. As. P.			Rs. As. P.			Rs. As. P.		
5	Rubble stone ...	800	1,337	...	...	3 7 4	10	Irrgn. works.	800 0 0	73	370	5 3 0
5	Empty ...	...	093	...	...	1 11 8	...	...	.....	...	...	...
10		800	2,080	73	370	5 3 0	10		800 0 0	73	370	5 3 0		

The tonnage shown is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

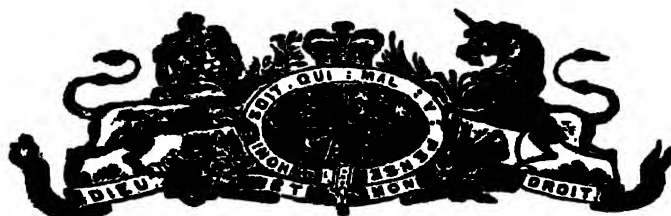
SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of July 1871.

LENGTH OF CANAL OPEN, 24 MILES.

LOCAL TRAFFIC.							ABSTRACT.							REMARKS.
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mileage.	Tollage.		
			Maunds.	Tons.										
		Rs.				Rs. As. P.			Rs.			Rs. As. P.		
43	Coal ...	4,141	18,700	83 14 0	1983	Local ...	5,96,116	9,756	81,668	1,303 3 0	Canal Range I, Oolcoberiah Lock, opened from 2nd July 1871. Bansberiah ditto, 4th July 1871. Canal Range III opened from 1st July 1871.	
15	Cotton ...	23,552	3,000	...	...	14 1 6	...	...	...	...	...	...
6	Firewood ...	143	1,350	...	...	6 2 6	...	...	...	...	...	...
61	Grain ...	13,291	12,775	...	...	50 7 0	...	...	...	...	...	...
20	Hides and horns	11,315	3,000	...	...	15 14 0	...	...	...	...	...	...
67	Jaggery & sugar	25,752	18,400	...	...	70 6 8	...	...	...	...	...	...
47	Metals ...	1,89,990	14,800	...	...	54 12 6	...	...	...	...	...	...
213	Miscellaneous ...	12,081	28,935	...	...	117 9 3	...	...	...	...	...	...
72	Oil and oil-seeds	36,493	20,100	...	...	81 0 0	...	...	...	...	...	...
31	Paddy and rice	2,954	5,550	...	...	21 1 0	...	...	...	...	...	...
92	Piece goods ...	93,301	17,100	...	...	78 7 0	...	...	...	...	...	...
59	Garden produce	6,442	12,775	...	...	49 7 0	...	...	...	...	...	...
26	Pottery ...	552	6,375	...	...	23 7 0	...	...	...	...	...	...
43	Salt ...	81,293	15,875	...	...	72 9 6	...	...	...	...	...	...
23	Silk and indigo	1,07,256	4,000	...	...	18 14 6	...	...	...	...	...	...
1	Jute ...	800	325	...	...	1 3 6	...	...	...	...	...	...
2	Straw ...	62	875	...	...	3 0 6	...	...	...	...	...	...
35	Tobacco ...	38,993	10,675	...	...	49 7 0	...	...	...	...	...	...
13	Tiles ...	120	2,175	...	...	8 2 6	...	...	...	...	...	...
1	Ghooting ...	58	525	...	...	2 10 0	...	...	...	...	...	...
1	Rafts of timber	20	Logs 2	...	...	0 4 0	...	...	...	...	...	...
407	Empty ...	...	76,375	...	...	303 8 9	...	...	...	...	...	...
708	Passengers ...	...	No. 8,415	...	...	60 15 3	...	...	...	...	...	...
...	Miscellaneous revenue.	...	...	...	...	25 14 3	...	...	...	...	...	...
1983		5,96,116	2,73,175	9,756	81,668	1,303 3 0	1983		5,96,116	9,756	81,668	1,303 3 0		

The tonnage shown above is that of the boats and not of the cargo.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, SEPTEMBER 20, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Report on the State of the Salt Market for the 1st Quarter of 1871-72.

From F. B. PRACOCK, Esq., Officiating Secretary to the Board of Revenue, Lower Provinces, to the Officiating Secretary to the Government of Bengal, Revenue Department,—
(No. 378C., dated the 1st September 1871.)

I AM directed by the Member in charge to submit the following report on the state of the salt market for the 1st quarter of 1871-72, comprising the months of April,

A. MONEX, Esq., C.B.

May, and June last.

2. The quantity of Government salt sold at the Presidency under whole-sale rowannahs, amounted to 5,110 maunds, as shown in the margin, giving a monthly average of mds. 1,703 against 962 maunds in the preceding quarter. The whole of this quantity represents the clearances from the Hidgelee stocks.

	Mds.
April ...	1,985
May ...	1,845
June ...	1,280
Total ...	5,110

3. The sales of Government salt at Pooree amounted to 300 maunds only against 2,132 maunds in the preceding quarter, and 8,300 maunds in the corresponding quarter of 1870-71. The falling off in the clearances during the quarter under review is attributable to the second of the two causes ascribed in paragraph 3 of the report for the previous quarter, for the decline in that quarter.

4. The quantities of excise salt sold in Cuttack, Balasore and Pooree, and the 24-Pergunnahs from the stocks of the different seasons, and the quantities which remained in store at the close of the quarter, are shown in the following statement:—

	CUTTACK.		BALASORE.				POOREE.		24-PERGUNNAHS.	
	MANUFACTURE OF		MANUFACTURE OF				MANUFACTURE OF		MANUFACTURE OF	
	1869-70.	1870-71.	1867-68.	1868-69.	1869-70.	1870-71.	1869-70.	1870-71.	1869-70.	1870-71.
	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.	Mds. Srs.
Balance at close of last quarter ...	30,731 32	22,373 10	820 10	8,300 21	79,723 16 ⁹ / ₁₆	83,020 30	2,40,715 3	.....	3,403 0	10,739 10
Manufactured during the quarter	.....	21,742 10	.....	.....	10* 0	53,006 30	.....	30,480 30	.....	3,285 30
Total ...	30,731 32	44,115 20	820 10	8,300 21	79,733 16 ⁹ / ₁₆	1,41,627 20	2,40,715 3	30,480 30	3,403 0	14,025 0
Deduct—										
Quantity sold during the quarter	8,245 0	.....	.....	2,360 0	21,865 35	2,558 0	53,132 0	.....	2,000 0	.....
Wastage ...	.....	.....	820 10	.....	.....	18 4	.....	.....	.....	.....
Total ...	8,245 0	.....	820 10	2,360 0	21,865 35	2,576 4	53,132 0	.....	2,000 0	.....
Balance at close of quarter ...	31,486 32	44,115 20	.....	5,940 21	58,307 21 ⁹ / ₁₆	1,39,051 16	1,06,583 3	30,480 30	1,403 0	14,025 0

It will be observed from the above that the total clearances of excise salt during the quarter amounted to 89,661 maunds against 71,123 maunds in the previous quarter, and 30,037 maunds in the corresponding quarter of 1870-71. The clearances in Pooree still continue to increase. The sales having been 53,132, as shown in the foregoing table, against 35,977 in the preceding quarter.

5. The subjoined statement shews comparatively the total importations into the port of Calcutta, and the total clearances of sea-imported salt during the quarter, and the corresponding quarter of the two preceding years:—

DESCRIPTION OF SALT.	1ST QUARTER OF 1869-70.		1ST QUARTER OF 1870-71.		1ST QUARTER OF 1871-72.	
	Imported.	Cleared.	Imported.	Cleared.	Imported.	Cleared.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Liverpool Pungah ...	14,53,320	10,00,100	6,98,835	9,74,733	20,33,029	12,34,924
Foreign Kurkutch ...	1,18,400	91,103	63,710	60,885	40,186	28,157
Indian Ditto ...	5,84,518	2,15,999	3,44,706	2,26,869	1,63,150	1,95,977
Ceylon Ditto ...	.....	5,106	.....	5,710	.....	4,510
Total ..	21,56,238	12,18,308	11,07,257	12,67,997	22,36,305	14,63,568

6. The following are the details of the Indian Kurkutch salt shown above:—

FROM WHENCE IMPORTED.	1ST QUARTER OF 1869-70.		1ST QUARTER OF 1870-71.		1ST QUARTER OF 1871-72.	
	Imported.	Cleared.	Imported.	Cleared.	Imported.	Cleared.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Kurrachee ...	27,039	.....	43,550	950	.....	38,200
Bombay ...	4,21,809	1,58,163	1,65,830	1,53,211	53,370	1,21,124
Madras ...	64,838	50,736	19,020	60,258	37,500	36,653
Bannore ...	33,993	1,100	.....	6,250	.....	.....
Cavelong ...	27,600	.....	1,16,500	.....	72,280	.....
Ekapally ...	5,040	.....	.....	.....	.....	.....
Total ...	5,84,518	2,15,999	3,44,706	2,26,869	1,63,150	1,95,977

* Excess found on clearance of storage.

7. The following table shows the total quantity of sea-imported salt remaining in the warehouses at the close of the quarter as compared with the previous three quarters :—

WHERE STORED.				2nd quarter of 1870-71.	3rd quarter of 1870-71.	4th quarter of 1870-71.	1st quarter of 1871-72.
				Mds.	Mds.	Mds.	Mds.
Sulkea Government golahs	...	...	...	15,54,290	20,67,741	17,60,769	21,60,231
Ditto private golahs	...	...	...	48,400	48,400	21,225	21,017
Chocorey golahs	...	...	...	1,42,011	1,37,811	1,30,280	1,25,287
Seabpore ditto	...	...	...	74,282	60,282	57,776	38,073
Calcutta ditto	...	...	...	2,251	1,150	1,150	...
Chittagong Government golahs	...	...	...	2,39,739	2,14,496	1,75,081	1,22,832
Total				20,61,573	25,38,880	21,48,587	25,17,440

8. The following table exhibits the despatches of salt from Calcutta by water and the three railways *via* the several salt-pass stations into the interior of the country, both east and west of the river Hooghly, during the quarter under review, and the corresponding quarter of the two preceding years :—

Period.	<i>Via</i> Ballikhal.	<i>Via</i> Sankrail.	<i>Via</i> Gewa- khalee.	<i>Via</i> Kidder- pore.	<i>Via</i> Ballha- ghatta.	By the East Indian Railway.	By the East- ern Bengal Railway.	By the Cal- cutta and S. E. Railway.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
First quarter of 1869-70	2,38,487	1,12,078	99,240	75,107	3,51,536	3,02,288	12,404	111
Ditto 1870-71	2,54,149	1,00,823	95,336	80,400	3,49,324	2,00,867	12,408	17
Ditto 1871-72	4,04,689	1,33,491	1,22,250	78,306	4,61,631	2,95,095	14,283	34

The quantity of salt despatched by the East Indian Railway to stations beyond Buxar in the quarter under review amounted to 7,780 maunds against 3,950-10 maunds in the preceding quarter, and 4,942 maunds in the corresponding quarter of 1870-71.

9. The shipments of Liverpool salt for the port of Calcutta, according to published market reports, were as follows :—

	Tons.
April	23,292
May	14,448
June	18,917

No shipments were reported for Chittagong.

10. The prevailing market prices per hundred maunds of Liverpool and other descriptions of salt at the close of each fortnight during the quarter under report, as compared with those which obtained at the same periods of last year, are shown in the following statement :—

DESCRIPTION OF SALT.	Prices on 15th April.		Prices on 30th April.		Prices on 15th May.		Prices on 31st May.		Prices on 15th June.		Prices on 30th June.	
	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.
Liverpool Pungah	Rs. 59	Rs. 54	Rs. 78	Rs. 61	Rs. 70	Rs. 60	Rs. 77	Rs. 55	Rs. 78	Rs. 54	Rs. 74	Rs. 65
French Kurkutch	66	57	66	58	66	58	65	60	60	60	65	60
Jeddah ditto	85	84	85	83	85	83	85	84	87	83	90	83
Ceylon ditto	52	48	52	55	52	55	52	55	52	55	52	55
Scinde ditto	50	35	50	34	48	35	45	35	45	35	45	35
Bombay ditto	34	38	31	38	31	43	31	43	39	43	39	42
Madras ditto	48	48	44	47	49	48	50	47	49	47	49	46

11. The following statement exhibits the total quantities of salt that were available for the private export trade at the several depôts in the Madras Presidency on the first day of each of the three months constituting the present quarter, and the corresponding quarters of 1868-69 and 1869-70 :—

Month.					1868-69.	1869-70.	1870-71.
April	...	...	...	...	8,63,370	7,80,630	6,49,117
May	...	...	...	...	8,24,097	7,80,630	6,41,556
June	...	...	...	...	7,80,975	7,80,630	6,24,142

12. The following statement shows the quantities of sea-imported salt admitted into bond and cleared from bond and ship-board at Chittagong, during the quarter under review, and the corresponding quarter of 1870-71. No transactions in sea-imported salt have been reported for the quarter from any of the Orissa ports :—

DESCRIPTION OF SALT.				ADMITTED INTO BOND.		CLEARANCES.	
				1870-71.	1871-72.	1870-71.	1871-72.
Liverpool Pungah	...	...		50,812	.....	54,358	43,864
Madras Kurkutch	...	...		.....	.....	3,827	2,612
Bremen Pungah	...	...		.....	.....	.....	4,948
Foreign Kurkutch	...	...		12,144	...	140	.....
Total	...			62,956	.....	58,325	51,424

13. With reference to the delay of two months after the close of the quarter for which it is drawn, in the submission of this report, I am to explain that it has hitherto been the practice, before accepting the figures furnished by district officers representing the clearances of both Government and private salt, to verify them with those furnished by the Accountant-General in a statement showing the realizations from such clearances. This statement the Accountant-General is unable to submit before the second month after the close of that for which it is prepared, and the compilation of the Board's report is therefore delayed. It appears, however, to Mr. Money that any such verification as above mentioned, of the district figures, is unnecessary, seeing that the discrepancies which occur are of slight consequence. The Board's salt quarterly reports will accordingly be drawn up in future, immediately on receipt of the district returns.

Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 16th September 1871.

Number.	District.	Date of return from each district.	Rainfall at Sudder Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
1	Bhangulpore	Sept. 15th	2.3	Rainy and favorable.	Very good, except where destroyed by floods, where several persons are in distress: the river risen again 5 or 6 inches.	
2	Monghyr	" 16th	*	Seasonable	Considerable portion of the crops destroyed by floods. River falling.	* No information.
3	Purneah	" 2nd	3.3	Rain and sun	Good where inundation has not extended.	
4	Rajmohal	" 16th	.....	Very rainy	No change in rice crops. Hill Jenera affected by excessive rain.	
5	Deoghur	" 16th	2.9	Unfavorable	Cold weather crops being damaged by excessive rain. Rice as before.	
6	Nya Doomka	" 16th	4.0	Rainy and very moist.	High land rice good; low land injured by excessive rain.	
7	Godda	" 16th	†	Favorable and healthy.	Rice very good.	† No rain gauge.
8	Pakour.	" 16th	2.2	Very rainy	Good; low land rice suffering from too much rain.	Cattle disease virulent.
9	Jamtara	" 16th	2.2	Very rainy	Generally good; but in some places considerably damaged by floods.	
10	Patna	" 16th	1.7	Rainy and cloudy	Rice promising.	
11	Gya	" 16th	1.5	Seasonable	Rice promises well.	
12	Chumparun.	" 16th	2.4	Rainy	All sorts of crops have suffered either from inundations or excessive rainfall.	
13	Sarun.	" 16th	4.8	Rainy and cloudy	Low land Ous more than half destroyed. Amun safe yet.	
14	Shahabad	" 16th	4.8	Rainy and cloudy	Favorable.	
15	Tirhoot	" 16th	4.8	Rainy and cloudy	In some places 3ths of the Bhadoi and 1/2 of Amun have been destroyed by inundation; the rest fair.	Waters subsiding and fever prevailing.
16	Rajshahye	" 14th	2.3	Rainy	Same as last week; but the heavy showers may injure the Amun crops.	The river is going down slowly but steadily.
17	Bogra.	" 16th	5.5	Rain, thunder, and lightning.	Ous and Amun much damaged by floods, but what has escaped is very promising.	
18	Dinapore	" 16th	3.6	Rainy	Both Ous and Amun damaged; sugar-cane not good.	
19	Maldah	" 15th	3.6	Rainy	Ous and Amun slightly injured by rain.	
20	Moorshedabad	" 16th	3.8	Very rainy	Crops suffering from want of sun and excess of rain.	
21	Pubna	" 16th	7.4	Seasonable	Ous good and nearly reaped. Amun in many places injured by floods.	
22	Rungpore.	" 16th	3.0	Rainy and cloudy	Floods have caused very considerable damage to the crops.	
23	Burdwan	" 16th	3.0	Rainy and cloudy	Good.	
24	Bancoorah	" 16th	6.0	Hot and rainy	Crops much damaged by floods: water gradually going down.	
25	Baerbhoom	" 16th	5.8	Constant heavy rain	Much brighter; waters subsiding. Much of the Amun escaped destruction by the water being timely drained off.	
26	Hooghly	" 16th	2.1	Fair and rainy		
27	Howrah	" 16th	7.1	Favorable		
28	Midnapore	" 15th	2.2	Rainy		
29	Nuddea	" 16th	2.2	Rainy		
30	Jessore	" 15th	2.1	Cool and cloudy		

Number.	District.	Date of return from each district.	Rainfall at Sud-der Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
31	24-Pergunnahs ...	Sept. 16th.	2.9	Rainy and cloudy	Good where inundation has not destroyed the crops.	
32	Dacca ...	" 8th	.8	Sultry ...	Good. Waters falling again.	
33	Backergunge ...	" 9th	2.2	Sun and rain ...	Favorable.	
34	Furreedpore ...	" 16th	2.8	Rainy ...	Good, except sugar-cane.	The floods abating.
35	Mymensingh ...	" 9th	2.7	Showery with thunder-storms.	No change. Jute being cut.	
36	Sylhet ...	" 9th	1.6	Sultry ...	Promising very well.	
37	Cachar ...	" 9th	4.0	Fair ...	River continues high, but very little damage done to crops by the flood.	
38	Chittagong ...	" 8th	2.6	Rain and sun ...	Generally favorable.	
39	Noakhally or Bulloah ...	" 8th	3.2	Very hot ...	Good	Much sickness.
40	Tipperah ...	" 8th	.9	Occasional showers.	Good.	
41	Hill Tracts of Chittagong ...	" 2nd	3.3	Mostly rainy ...	Good.	
42	Cuttack.					
43	Balasore ...	" 16th	3.5	Rainy ...	Excellent, except in some places where the crops have been damaged by flood.	
44	Pooree ...	" 8th	2.0	Rain and thunder	In many places crops have suffered from want of rain, and there is much fear if the rain does not continue for a month.	Lots of Parikud leaving their villages for want of rain
45	Hazarcebaugh ...	" 16th	3.6	Rainy ...	Rice good; all other crops damaged.	
46	Lohardugga ...	" 15th	3.9	Rainy and very cloudy.	Low land good; high land partially injured by blight caused by damp.	
47	Maunbhoom ...	" 16th	4.2	Rainy ...	Crops suffering from constant rain and want of sun.	
48	Singbhoom ...	" 9th	1.6	Seasonable ...	Favorable.	
49	Durrung ...	" 9th	.9	Rain and sun ...	Floods have submerged the land, but no damage is yet reported.	
50	Nowgong ...	" 9th	5.0	Very sultry ...	Generally good; but in some places danger apprehended from the overflowing of the rivers.	
51	Seebaugor ...	" 9th	2.3	Warm, damp, and unhealthy.	Low lands somewhat damaged; other places good.	
52	Kamroop ...	" 9th	.4	Dry ...	Rice favorably reported throughout the district.	
53	Luckimpore ...	" 2nd	6.7	Cool and rainy ...	Satisfactory.	
54	Khasi and Jynteah Hills.	" 8th	2.3	Dry ...	Favorable; but in some places insects have done some injury to rice.	
55	Naga Hills.					
56	Julpigoree ...	" 8th	3.7	Cloudy and hot ...	Favorable.	
57	Gowalparah ...	" 9th	.8	Rain, thunder, and lightning	Rain improving the crops.	
58	Garo Hills ...	" 9th	6.6	Rainy, but seasonable.	Healthy.	
59	Darjeeling ...	" 9th	7.5	Healthy ...	Rice suffering from insects; other crops doing well.	
60	Cooch Behar ...	" 9th	*	Seasonable ...	Fair.	* No rain gauge.

N. B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 19th September 1871.

C. BERNARD,
Offg. Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISION.	Stations.	Rainfall from 28th Aug. to 3rd Sept. 1871.	Rainfall from 4th to 10th Sept. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	2.70	3.60	40.18	10th Sept. 1871.	
	False Point { Jail ...	1.37	2.85	43.03	ditto.	
	Jajipore ...	0.65	Not received	48.05	3rd Sept. 1871.	
	Kendraparah ...	1.44	7.01	78.65	10th Sept. 1871.	
	Jugutungpore ...	0.90	5.30	41.50	ditto.	
	Sambulpore ...	0.60	6.30	42.73	ditto.	
	Balasore ...	Nil	Not received	34.33	3rd Sept. 1871.	
	Bhuddruck ...	0.31	3.33	47.24	10th Sept. 1871.	
CHOTA NAGPORE.	Pooree ...	0.70	2.30	47.02	ditto.	
	Khoordah ...	1.18	2.44	41.00	ditto.	
	Hazareebaugh ...	2.75	Not received	40.32	3rd Sept. 1871.	
	Burhee ...	1.78	4.77	46.82	10th Sept. 1871.	
	Pachamba ...	0.62	5.51	44.50	ditto.	
	Ranchee ...	1.44	2.25	49.75	ditto.	
	Palainow ...	0.34	5.50	54.10	ditto.	
	Purulia ...	0.16	3.05	42.45	ditto.	
PATNA.	Gobindpore ...	0.10	1.42	51.70	ditto.	
	Chyebassa ...	1.26	1.68	43.83	ditto.	From 12th June.
	Patna ...	0.72	2.24	46.70	ditto.	
	Behar ...	1.16	0.80	41.10	ditto.	
	Barh ...	0.16	Not received	41.75	3rd Sept. 1871.	
	Dinapore ...	0.18	3.17	29.10	10th Sept. 1871.	
	Gya ...	0.50	0.57	41.47	ditto.	
	Sherghotty ...	0.07	0.48	42.34	ditto.	
BHAUGPUR.	Nowadah ...	0.81	1.29	39.70	ditto.	
	Arungabad ...	1.11	1.48	42.88	ditto.	
	Chumparun ...	0.14	1.34	34.80	ditto.	
	Bettiah ...	2.75	1.68	33.72	ditto.	Not received 21st to 27th August.
	Chuprah ...	4.15	Not received	40.53	3rd Sept. 1871.	From 6th June.
	Sowan ...	3.20	4.00	50.78	10th Sept. 1871.	
	Mozufferpore ...	6.00	5.84	54.73	ditto.	
	Durbhangah ...	2.80	4.30	47.20	ditto.	
RAJSHAHY.	Seetamaree ...	5.78	2.85	62.30	ditto.	
	Tajpore ...	2.35	0.45	41.27	ditto.	
	Mudhubani ...	2.00	2.70	39.49	ditto.	Not recorded 6th to 19th March.
	Hajpore ...	3.52	3.08	47.24	ditto.	From 1st April.
	Arrah ...	1.03	2.65	29.63	ditto.	From 22nd May
	Buxar ...	0.62	1.34	50.53	ditto.	
	Sasaram ...	1.75	1.85	57.43	ditto.	
	Bhubhoohah ...	0.43	2.31	38.05	ditto.	
BHAUGPUR.	Benares ...	2.51	2.52	50.98	ditto.	
	Bhaugpore ...	2.50	1.10	43.53	ditto.	
	Mudheypoorah ...	1.07	Not received	30.10	3rd Sept. 1871.	
	Banks ...	0.80	1.10	44.13	10th Sept. 1871.	
	Soopool ...	Not received	0.33	34.59	ditto.	Not received 28th Aug. to 3rd Sept
	Monghyr ...	3.62	1.10	18.86	ditto.	From 14th August.
	Jamouie ...	0.00	4.29	40.12	ditto.	
	Begoozari ...	1.33	1.78	42.12	ditto.	
RAJSHAHY.	Deoghur ...	0.13	1.60	35.50	ditto.	
	Janitara ...	0.85	1.47	50.43	ditto.	
	Rajmehal ...	0.50	0.35	56.18	ditto.	From 13th February
	Pakour ...	5.00	2.10	56.00	ditto.	From 12th February
	Purneah ...	2.40	1.00	35.41	ditto.	From 21st May
	Kishengunge ...	6.34	2.70	65.49	ditto.	
	Arraria ...	4.92	2.96	40.43	ditto.	From 13th June.
	Rampore Beaulah ...	9.66	0.77	50.87	ditto.	From 26th June.
RAJSHAHY.	Natore ...	1.36	0.61	61.07	ditto.	
	Bograh ...	8.08	4.53	72.08	ditto.	
	Dinapore ...	2.22	3.05	75.90	ditto.	
	Maldah ...	3.23	1.05	60.34	ditto.	
	Herhampore ...	5.30	1.15	42.76	ditto.	
	Jugipore ...	1.33	3.76	55.24	ditto.	
	Lalbagh ...	2.70	4.32	53.10	ditto.	
	Jamookandi ...	3.34	1.84	48.80	ditto.	From 16th January.
RAJSHAHY.	Pubna ...	2.52	Not received	47.40	3rd Sept. 1871.	From 17th April.
	Seragunge ...	2.13	0.73	56.59	10th Sept. 1871.	
	Bungpore ...	3.14	2.58	65.78	ditto.	
	Bhowanungo ...	0.00	2.00	84.20	ditto.	
	Titallya ...	4.04	0.55	55.80	ditto.	From 22nd January.
	Burdwan ...	8.25	4.17	70.02	ditto.	
	Cutwa ...	0.30	7.76	58.70	ditto.	
	Quina ...	2.40	7.09	57.14	ditto.	
BARDWAN.	Bood-Bood ...	0.35	3.09	57.41	ditto.	
	Bancoorah ...	0.00	5.76	61.49	ditto.	
	Raneegunge ...	0.39	2.66	53.14	ditto.	
	Sooree ...	0.82	3.31	49.41	ditto.	
	Hooghly ...	1.83	3.83	51.75	ditto.	
	Serampore ...	0.50	4.00	60.59	ditto.	
	Jehanabad ...	0.56	4.37	47.86	ditto.	From 20th March.
	Howrah ...	1.91	2.31	58.04	ditto.	From 21st April.
BARDWAN.	Midnapore ...	1.03	7.12	83.72	ditto.	
	Contai { Dy. Collr.'s Office ...	2.11	1.83	59.63	ditto.	
	Gurbetta { Kngt.'s Office ...	0.51	4.06	61.17	ditto.	
	Tumlook ...	0.58	4.55	71.25	ditto.	
BARDWAN.	Gurbetta ...	0.25	2.79	52.13	ditto.	
	Tumlook ...	1.10	0.98	65.27	ditto.	From 6th February.

DIVISION.	Stations.	Rainfall from 28th Aug. to 3rd Sept. 1871.	Rainfall from 4th to 10th Sept. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENT.	Kishnaghur ...	1.14	Not received	49.54	3rd Sept. 1871.	Not received 21st to 27th August.
	Bongong ...	1.28	ditto	63.57	ditto.	
	Ranaghat ...	0.37	ditto	48.42	ditto.	
	Meherpore ...	0.85	ditto	48.50	ditto.	
	Chondangah ...	2.10	ditto	63.45	ditto.	
	Kooshteah ...	1.58	6.17	70.85	10th Sept. 1871.	
	Jessore ...	1.67	2.22	74.12	ditto.	From 16th February. From 6th March, and not received 28th Aug. to 3rd Sept. From 3rd April.
	Khoolnah ...	2.03	6.38	71.26	ditto.	
	Jenidah ...	Not received	Not received	77.01	ditto.	
	Nurul ...	0.38	ditto	51.41	3rd Sept. 1871.	
	Magoorah ...	0.08	ditto	35.30	ditto.	
	Bagurhat ...	1.78	ditto	65.17	ditto.	
	Saugor Island ...	0.70	3.80	78.40	10th Sept. 1871.	From 5th June.
	Calcutta ...	0.84	5.42	81.51	ditto.	
	Alipore { Jail ...	1.13	5.50	80.00	ditto.	
	{ Hospital ...	1.11	5.08	84.40	ditto.	
	Barrackpore ...	0.10	4.34	79.84	ditto.	
	Dum-Dum ...	0.87	5.33	59.37	ditto.	
	Baraset ...	0.25	6.16	62.13	ditto.	
	Satkherah ...	1.15	1.80	65.78	ditto.	
	Busseehant ...	1.05	2.10	64.16	ditto.	
	Diamond Harbour ...	0.77	3.03	73.02	ditto.	
	Bairpore ...	1.00	3.24	76.33	ditto.	
Dacca.	Dacca { Telegraph Office ...	1.42	Not received	74.88	3rd Sept. 1871.	Not received 10th to 23rd July Not received 31st July to 6th Aug.
	{ Jail ...	0.80	1.00	71.10	10th Sept. 1871.	
	Burrisaul ...	1.77	2.23	76.93	ditto.	
	Dowlat Khan ...	0.51	1.98	85.62	ditto.	
	Persepore ...	1.72	4.05	80.20	ditto.	
	Madaripore ...	1.23	1.99	68.26	ditto.	
	Furzedpore ...	1.01	5.25	82.80	ditto.	
	Gosalundo ...	0.17	4.11	46.07	ditto.	
	Mymensing ...	4.03	1.64	93.81	ditto.	
	Jamulpore ...	0.95	0.45	68.97	ditto.	
	Atteah ...	0.76	7.80	89.33	ditto.	
	Kishoregunge ...	3.53	1.42	86.39	ditto.	
	Sylhet ...	3.15	0.91	111.11	ditto.	
	Cachur ...	2.94	Not received	72.98	3rd Sept. 1871.	
CHITTAGONG.	Hylakandy ...	1.66	ditto	71.20	ditto.	
	Koyah ...	1.45	ditto	86.05	ditto.	
	Chittagong { Telegraph Office ...	2.20	1.80	88.68	10th Sept. 1871.	Not recorded 27th Feb to 5th March.
	{ Jail ...	2.02	1.57	91.80	ditto.	
	Cox's Bazar ...	2.07	Not received	144.51	3rd Sept. 1871.	
	Rangamata Hill ...	Not received	ditto	78.51	27th Aug. 1871.	
COCH BEHAR.	Noakhally ...	2.43	3.18	100.11	10th Sept. 1871.	
	Tipperah ...	1.60	0.95	85.72	ditto.	From 13th January.
	Brahmanbariah ...	3.48	Not received	90.12	3rd Sept. 1871.	
	Akyab ...	Nil	2.00	165.00	10th Sept. 1871.	
	Buxa ...	14.16	2.31	141.01	ditto.	
	Gawalparah ...	2.86	Not received	78.41	3rd Sept. 1871.	
ASSAM.	Dhoochie ...	2.10	0.20	54.96	10th Sept. 1871.	From 27th February
	Tura (Garo Hills) ...	5.67	Not received	88.42	3rd Sept. 1871.	
	Darjeeling { Telegraph Office ...	Not received	ditto	77.14	15th Aug. 1871.	
	{ Hospital ...	2.34	8.00	99.37	10th Sept. 1871.	
	Runghee ...	Not received	Not received	117.04	31st July 1871.	
	Falacottah ...	ditto	ditto	43.97	6th Aug. 1871.	
	Julpigoozee ...	4.33	3.05	82.83	10th Sept. 1871.	
	Boda ...	4.50	Not received	59.63	3rd Sept. 1871.	
	Tezporo ...	1.47	ditto	71.28	ditto.	Not received 31st July to 6th Aug.
	Nowgong ...	5.57	ditto	100.74	ditto.	
	Mungledye ...	2.36	ditto	60.60	ditto.	
	Burpottah ...	4.21	ditto	70.37	ditto.	
	Gowhatti ...	0.34	0.29	48.08	10th Sept. 1871.	
	Seebaugor ...	5.89	Not received	104.70	3rd Sept. 1871.	From 18th February.
	Jorehaut ...	6.90	ditto	81.72	ditto.	
	Golaghat ...	6.18	ditto	91.28	ditto.	
	Nazeerah ...	8.03	ditto	91.15	ditto.	
	Debringhur ...	10.30	ditto	90.55	ditto.	
	Suddya ...	Not received	ditto	71.34	27th Aug. 1871.	
ASSAM.	Shillong ...	1.79	ditto	56.71	3rd Sept. 1871.	From 18th February.
	Cherrapoonjee ...	9.48	ditto	208.91	ditto.	
	Jowai ...	4.30	ditto	97.08	ditto.	
	Samongoodting ...	Not received	ditto	30.30	27th Aug. 1871.	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 16th September 1871.

Meteorological Telegraphic Report for the period 10th to 16th September 1871.

STATIONS.	Date.	Hour	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Sept											
	10th	10	29.001	29.610	84.8	81.2	83	S S E	...	0.17	C	Scuds
		18	29.109	29.517	86.5	81.0	77	S by W	...	0.04		a, d
	11th	10	29.010	29.028	84.2	80.3	85	E	...	0.05	K	
		16	29.182	29.500	81.2	80.3	85	E S E	...		N	
	12th	10	29.581	29.599	79.0	78.4	93	S E	...	0.02		o
		18	29.480	29.198	80.5	79.5	95	S S E	...			o
	13th	10	29.576	29.594	78.1	77.4	97	S S W	...	1.08		o
		16	29.107	29.515	79.4	77.6	93	S by E	...	0.18		o
	14th	10	29.646	29.661	81.0	80.2	91	S	...	0.82	S	
SAGOR ISLAND.		16	29.571	29.602	82.0	79.5	80	S by E	...		S	
	15th	10	29.711	29.720	81.5	81.0	85	S	...	0.23	C, CK	
		16	29.728	29.616	86.0	81.3	81	S	...		S	
	16th	10	29.692	29.710	87.4	84.1	81	S S E	...		K	d
		18	29.687	29.605	84.5	81.2	85	S by E	...	0.15	K, CS	
	10th	10	29.589	29.595	86.0	82.0	81	E	3.0*	1.20	N	l, v
		16	29.103	29.140	87.0	83.0	79	E S E	13.0*		N	b, v
	11th	10	29.578	29.584	81.0	80.0	95	E	7.3*	0.60	N	o, d, u
		16	29.446	29.453	81.0	82.0	95	E	1.8*	0.03	N	o, p, u
	12th	10	29.589	29.595	82.0	81.0	95	S S W	8.1*	2.10	N	o, r, u
CHITTAGONG.		18	29.174	29.480	84.0	79.0	95	S S W	3.2*	1.00	N	o, u
	13th	10	29.593	29.599	81.0	81.0	91	S S W	10.0*	1.10	N	o
		16	29.512	29.518	83.0	81.0	91	S	9.4*	0.10	N	d, o
	14th	10	29.601	29.687	85.0	81.0	91	S S W	15.8*	0.90	N	o, u
		16	29.578	29.581	86.0	82.0	84	S	16.7*		N	m, o, u
	15th	10	29.739	29.745	87.0	81.0	83	S	15.2*	0.10	N	m, o
		16	29.613	29.440	86.0	82.0	84	S	14.9*		N	m, o
	16th	10	29.703	29.700	84	81	87	S S W	15.7*	0.20	N	b, v
		16	29.600	29.600	86	82	83	S S E	15.7*		N	b
	10th	10	29.583	29.604	85	80	79	S	3.7*	0.10	K, S, C	v
MADRAS.		16	29.144	29.591	82	80	91	S	5.6*	0.20	N	d, u, l
	11th	10	29.604	29.711	83	79	83	E	3.9*	0.10	KS	u, v
		16	29.502	29.612	84	79	83	S W	6.7*	0.10	N	d, u, l, l
	12th	10	29.607	29.717	81	80	87	E	4.3*	0.20	KS, CK	b, v
		16	29.104	29.604	84	79	83	S	10.0*		K, CK, KS	u
	13th	10	29.636	29.716	82	77	78	E	6.7*		K, KS	u
		16	29.400	29.600	81	77	82	S E	11.3*		K, KS	u
	14th	10	29.694	29.806	77	71	74	S	6.3*	0.00	N	r
		16	29.601	29.714	82	78	82	S	8.5*	0.10	K, KS	v
	15th	10	29.736	29.816	83	79	83	S E	4.0*	0.10	CK, K	b, v
CUTTACK.		16	29.613	29.753	83	79	83	S	11.5*		K, KS	b
	16th	10	29.736	29.816	81	78	75	E S E	5.1*		C, CK	b
		16	29.613	29.723	84	79	79	S W	10.1*		KS, C	b
	9th	10	29.751	29.784	80	73	51	E N E	2*	0.01		h o
		16	29.617	29.647	92	75	42	S	7*			h o
	10th	10	29.746	29.766	87	74	51	S	11*			h o
		16	29.689	29.619	91	75	42	S by E	11*			h o
	11th	10	29.749	29.770	90	71	14	S	20*			h o
		16	29.587	29.617	97	75	32	S	11*			h o
	12th	10	29.750	29.780	91	74	41	S	17*			h o
AKYAB.		16	29.605	29.635	97	75	32	S by E	16*			h o
	13th	10	29.764	29.791	90	73	41	S by E	15*			h o
		16	29.607	29.637	97	75	32	S E	15*			h o
	14th	10	29.703	29.823	92	74	39	S	11*			b
		16	29.661	29.691	87	77	61	N N E	13*			h o
	15th	10	29.823	29.853	93	75	42	S F by S	9*			h o
		16	29.688	29.718	87	75	55	N E	14*			h o
	9th	10	29.563	29.615	80	81	79	E by N	0.1*		KS	fair
		16	29.125	29.607	88	81	72	E	0.1*		KS, N, C	
	10th	10	29.520	29.602	86	81	75	N E	0.1*		KS, C, N	
CUTTACK.		16	29.120	29.502	86	80	75	E N E	0.1*		KS, N	
	11th	10	29.538	29.621	79	78	95	N E	0.1*	0.70	N	d, r
		16	29.445	29.493	80	79	95	N N E	0.1*		K, N	o, d
	12th	10	29.525	29.607	83	79	84	W N W		0.10	N	o, r, d
		16	29.403	29.485	81	80	87	S S W	0.3*		N	
	13th	10	29.615	29.697	83	79	83	S W	0.1*	0.40	CK, KS	d, r
		16	29.610	29.692	85	80	79	S	0.5*		KS, N	o
	14th	10	29.780	29.662	85	80	79	S S W	0.6*		N	cloudy
		16	29.195	29.577	84	81	72	S W	1.1*		C, KS, N	
	15th	10	29.696	29.718	87	81	76	S S W	1.0*		CK, KS	
		16	29.602	29.644	80	82	73	S W	1.2*		KS	fair
AKYAB.	10th	10	29.663	29.678	84	80	83	S S E	1		K, C, CS	
		16	29.576	29.591	83	79	83	S S E	2		K, CS, KS	g
	11th	10	29.676	29.690	79	75	82	S S E	2		K, KS	g
		16	29.584	29.600	81	79	79	S	1		K, KS	g
	12th	10	29.720	29.735	81	79	91	S E	1	0.40	KS, N	r
		16	29.610	29.631	79	77	90	S S W	1	0.70	N	r
	13th	10	29.701	29.706	77	76	95	S	1	2.00	N	r
		16	29.627	29.642	79	77	90	S E	1	0.30	N	r
	14th	10	29.701	29.800	77	75	90	S E	1	2.30	KS	o, u
		16	29.713	29.724	80	77	86	S S E	1	0.10	K, KS	g, u
AKYAB.	15th	10	29.814	29.830	79	77	91	E S E	1	1.50	K, KS	g
		16	29.748	29.763	82	78	82	S	2		K, KS	g
	16th	10	29.857	29.852	78	76	90	S S W	1		K, N	d
		16	29.688	29.703	82	77	78	S S W	1		C, CS, K, CK	b

* Velocity of wind in miles per hour.

CALCUTTA,
The 16th September 1871.HENRY F. BLANFORD.
Meteorological Reporter to the Government of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 8th to 14th September 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.		
		Inches.	°	°	°	°	°	°			lb	Miles.	In.	
Sept.	8th	29.612	90.8	78.8	148.8	84.3	80.6	78.0	0.82	S & S by E	...	44.9	...	Clear, cumuli, and cumulonim. Lightning from 7 to 11 P.M. Drizzled at 4½ P.M.
	9th	558	88.5	81.4	148.7	83.6	80.6	78.5	.85	S by W & E by S	...	30.2	0.25	Overcast and cumuli. Lightning at midnight and 7 P.M. Slight rain at 6, 7, 8 A.M., 3½ and 7 P.M.
	10th	563	87.1	79.0	141.0	82.4	79.8	78.0	.87	E S E & S E	0.2	70.0	0.09	Chiefly overcast. Slight rain at 1½, 10½, 12½ A.M., 2½, 4, 6, and 6 P.M.
	11th	546	88.1	80.0	141.5	82.4	79.9	78.1	.87	E S E & E	0.5	152.1	0.02	Clouds of different kinds. Lightning at 7 and 10 P.M. Light rain at 1½, 2, 4, and 6 P.M.
	12th	528	81.5	78.6	...	79.8	79.0	78.4	.96	E S E & S S E	.	112.7	1.20	Overcast. Lightning at midnight. Slight rain from 3 A.M. to 1 and 3 to 6 P.M.
	13th	541	83.0	77.8	129.8	79.9	79.0	78.4	.95	S S E & S by E	..	99.0	0.18	Overcast and strati. Slight rain nearly the whole day.
	14th	505	83.7	78.5	114.8	80.1	79.7	78.9	.94	S by E	...	131.4	0.68	Overcast and strati. Slight rain from midnight to 7 A.M. and at 5 P.M.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	13.0
The max. temperature during the past seven days	...	90.8
The max. temperature during the corresponding period of the past year	...	91.2
The mean humidity during the past seven days	...	0.89
The mean humidity during the corresponding period of the past year	...	0.83
		Inches.
The total fall of rain from 8th to 14th	... { by lower rain gauge	2.78
	... { by anemometer gauge	2.73
Ditto ditto average of seventeen previous years	...	3.41
Ditto between the 1st January and the 14th September	...	84.21
Ditto ditto ditto ditto, average of seventeen previous years...	...	56.98

GOPELNAUTH SEN,
In charge of the Observatory.

The 18th September 1871.

GOVERNMENT OF BENGAL.
PUBLIC WORKS DEPARTMENT.
Irrigation Branch.
Irrigation Operations of Lower Bengal up to 31st July 1871.

CIRCLE.	Canal.	WATER SUPPLIED DURING 1871-72.				APPROXIMATE AREA IRRIGATED DURING JULY 1871.				RAINFALL.				NAVIGATION RETURNS.					CHIEF IRRIGATION.		REMARKS.
		Full supply depth	Estimated full discharge in cubic feet per second	Average depth throughout the month.	Average discharge in cubic feet per second throughout the month.	District.	Area actually receiving water during the month in acres	Of column 8 area receiving water for the first time during current year.	Total of column 8 for all previous months of current year.	Total area irrigated up to date during the current year.	Inches during the month.	Inches up to date during the year.	Average of ten previous years for the same period.	Nature of traffic.	Number of boats.	Tonnage.	Ton mileage.	Approximate value of goods.	Per column 8.	Per column 8 and 9.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Orissa	High Level	8	675	463	277	Cuttack	6,474	3,411	3,265	6,078	1532	3273	2634	Local Government	61	177	2,672	1,915	nice	Rice	The heavy rainfall has prevented spread of irrigation. Drainage has been pressing want during the month, but irrigation is made for drainage. Irrigation must be in all years of similar rainfall practically impossible. Ranges Nos. 1 and 3 opened from 1st July.
	Kendraparah	7	1,262	463	652	Litto	14,810	12,163	2,650	14,810	1532	3273	2634	Local Government	101	1,015	11,503	11,23	Rice	Rice	
	Taldandah	8	1,300	7	75	Ditto	2,325	1,825	600	2,325	1532	3273	2634	Local Government	25	31	1,009	5,17	Rice	Rice	
	Midnapore	8	575	..	..	Midnapore	..	..	5,093	5,093	1334	3364	3961	Local Government	28	115	85	547	Rice	Rice
South-Western	Panchoorah	6	240	..	..	Howrah	..	..	..	..	1255	3775 available	Not available	Local	1,093	9,756	81,083	52,116	Rice	Rice
	Total Canal	..	..	..	..	Midnapore	..	..	..	..	..	..	..	Local Government	..	..	..	..	..	..
	Jux 1870	..	..	..	..	Total	23,900	17,306	12,378	29,774	..	..	..	Local Government	915	5,924	151,073	1,10,646	..	..
	High Level	..	..	..	..	Cuttack	338	893	47	380	733	1783	2570	Local Government	4	37	975	860	..	..
Orissa	Kendraparah	..	..	..	..	Ditto	1,292	205	2,151	2,358	733	1783	2570	Local Government	..	..	..	..	..	..
	Taldandah	..	..	..	..	Ditto	..	..	..	..	733	1783	2570	Local Government	..	..	..	..	..	..
	Midnapore	..	..	..	..	Midnapore	28,604	10,211	10,593	28,604	530	1905	..	Local Government	..	..	..	..	..	..
	Panchoorah	..	..	..	..	Howrah	208	208	208	208	1019	2580	..	Local Government	..	..	..	..	..	..
South-Western	Panchoorah	..	..	..	..	Total	28,437	10,767	11,731	29,548	..	..	..	Local Government	..	..	..	..	..	..
	High Level	..	..	..	..	Total	28,437	10,767	11,731	29,548	..	..	..	Local Government	..	..	..	..	..	..
	Kendraparah	..	..	..	..	Ditto	..	..	..	..	..	..	..	Local Government	..	..	..	..	..	..
	Taldandah	..	..	..	..	Ditto	..	..	..	..	..	..	..	Local Government	..	..	..	..	..	..

T. M. KIRKWOOD, c. s.,
Canal Revenue Supdt., Bengal.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 2nd September 1871, on 1,270½ miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.			Total traffic receipts.
	Number of passengers	Coaching receipts.		Weight carried.	Receipts.		
		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	84,107	92,569 11 2	8,185 11 1	461,150 20	2,36,838 10 0	21,710 4 2	30,195 15 3
Or per mile of railway		72 5 7	6 12 8		185 1 8	16 19 4	23 12 0
For previous 8 weeks of half-year	697,040	8,19,068 7 0	75,081 5 0	3,082,421 0	18,40,354 11 9	169,524 3 8	211,605 9 2
Total for 9 weeks	781,147	9,11,638 2 2	83,266 16 7	3,546,601 20	20,80,193 5 9	191,234 7 10	274,801 4 5
COMPARISON							
Total for corresponding week of previous year	83,008	1,10,295 10 9	10,935 8 9	461,050 0	3,46,015 5 0	31,772 17 9	42,708 6 6
Per mile of railway corresponding week of previous year	...	165 6 11	9 13 4	...	306 5 3	28 1 7	37 14 11
Total to corresponding date of previous year	804,177½	10,16,251 6 5	93,156 7 7	4,403,985 30	30,75,848 7 2	281,052 15 6	375,109 3 1

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 2nd September 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	3,287	7,269 3 11	666 6 11	50,776 10	13,989 8 9	1,282 7 6	1,948 14 5
Or per mile of railway		32 9 7	2 19 9		62 11 9	5 15 0	8 14 9
For previous 8 weeks of half-year	28,1834	67,917 6 11	6,228 10 4	269,208 20	61,013 3 6	5,870 12 6	12,090 2 10
Total for 9 weeks	31,4704	75,216 10 10	6,894 17 3	320,074 30	78,032 11 9	7,153 0 0	14,047 17 3
COMPARISON.							
Total for corresponding week of previous year	2,9111	7,228 0 1	662 11 1	12,345 20	3,251 15 9	298 2 0	960 13 4
Per mile of railway corresponding week of previous year		32 6 7	2 19 5	...	14 9 4	1 6 9	4 6 2
Total to corresponding date of previous year	29,787	75,108 14 9	6,912 9 8	152,019 20	47,316 11 6	4,337 7 4	11,249 17 0

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 2nd September 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	27,619	10,191 5 0	934 4 1	7,426 31	2,990 7 6	269 19 1	1,144 3 2
Or per mile of railway		65 1 11	5 19 5	17 0	14 10 2	1 6 10	7 6 3
For previous 9 weeks of half-year	219,680	1,19,063 10 4	10,911 10 1	1,090,225 21	1,08,302 13 10	37,145 9 6	49,357 2 10
Total for 10 weeks	247,299	1,29,250 15 4	11,846 3 5	1,097,652 12	1,10,793 4 10	37,455 2 7	49,501 6 0
COMPARISON							
Total for corresponding week of previous year	29,377	10,270 12 1	941 9 9	161,048 21	3,100 2 0	3,124 0 3	4,065 10 0
Per mile of railway corresponding week of previous year		99 11 1	8 6 3	1,422 0	300 14 10	27 11 9	35 19 0
Total to corresponding date of previous year	223,645	1,12,615 13 8	10,322 18 10	951,186 17	1,89,610 9 2	17,783 14 6	27,706 13 4

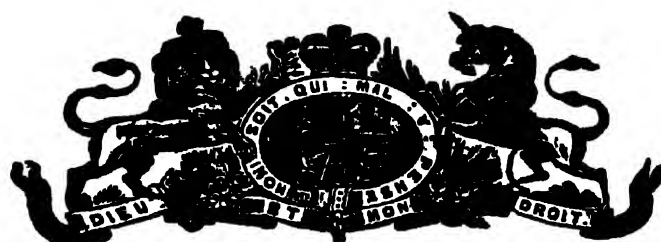
CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 2nd September 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Strs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	1,018	613 0 6	61 6 1	1,518 10	149 10 6	14 19 3	76 5 4
Or per mile of railway		21 11 1	2 5 10	162 0	5 5 6	0 10 8	2 14 6
For previous 22 weeks of half-year	133,877	21,517 11 9	2,451 15 5	225,231 20	6,699 5 6	669 18 9	8,121 14 2
Total for 23 weeks	134,895	22,130 12 3	2,513 1 6	226,749 30	6,849 0 0	684 18 0	8,197 19 6
COMPARISON.							
Total for corresponding week of previous year	4,186	777 12 0	77 15 6	8,539 20	201 9 3	20 3 2	103 18 8
Per mile of railway corresponding week of previous year		27 12 6	2 16 7	305 0	9 5 6	0 18 8	3 14 3
Total to corresponding date of previous year	129,1564	21,070 0 0	2,107 0 0	228,418 4	7,896 9 0	789 13 3	8,890 13 3

No. 39

of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, SEPTEMBER 27, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Statement showing Rainfall, Weather, and State and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 23rd September 1871.

Number.	District.	Date of return from each district.	Rainfall at Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at dato.	REMARKS.
1	Bhaugulpore	Sept. 22nd	1.1	Very favorable	Very good, except where injured by floods.	Almost the whole of Bogoseraie sub-divn under water again.
2	Monghyr	" 23rd	2.2	Seasonable	Gloomy and uncertain.	
3	Purneah	" 9th	3.3	Rain and sun	Crops which have escaped destruction by floods are good.	
4	Rajmehal	" 23rd	2.9	Rainy and cloudy	Rice same as before. Pulses partially damaged by inundation.	
5	Deoghur	" 23rd	2.6	Generally fair	Favorable.	* No rain gauge.
6	Nya Doomka	" 23rd	1.6	Rain and sun	High land rice good; low land damaged by rain.	
7	Godda	" 23rd	*	Seasonable	Prosperous.	
8	Pakour	" 23rd	3.1	Dry, then rainy and cloudy.	Favorable.	
9	Jamtara	" 22nd	2.5	Very rainy. Sun much required.	Pretty good, except rice in low lands, which is suffering from too much rain.	
10	Patna	" 23rd	2.9	Rainy and cloudy	Some more heavy floods during the week, with what effect on the crops is not yet known.	
11	Gya	" 23rd	1.6	Fine	Good.	
12	Chumparun	" 16th	1.6	Cool east winds	Bhadoi crops considerably damaged by inundation.	
13	Sarun.	" 23rd	2.2	Rain and sun	Rice promising	
14	Shahabad	" 23rd	2.2	Variable	Improving, and the floods fast receding.	
15	Tirhoot	" 23rd	4.4	Variable	Our much damaged Amun still favorable.	
16	Rajshahye	" 21st	2.2	Rainy and hot	Still favorable.	
17	Bogra	" 15th	5.1	Rainy	Improving, but the river has risen again by six inches.	
18	Dinagpore.	" 23rd	5.5	Very rainy	Continue promising.	
19	Maldah.	" 23rd	0.4	Rain and sun	Good.	
20	Moorshedabad	" 23rd	5.0	Rain and storm	Rice crops generally good, but partially damaged in some places. Sugar-cane not good.	
21	Pubna	" 23rd	1.1	Fair and rainy	Favorable, but a peculiar blight is causing some injury to rice.	
22	Rungpore	" 23rd	1.5	Hot	Good.	
23	Burdwan	" 23rd	1.5	Cloudy and rainy	Our reaped. Amun very good, except where destroyed by flood.	
24	Bancoorah	" 23rd	2.8	Favorable	Good on high lands; on low lands damaged by floods.	
25	Beerbhoom	" 23rd	4.0	Rain and sun	Good, except on inundated parts.	A little fever is prevalent, but it is not serious. Cattle suffering from disease.
26	Hooghly	" 23rd	0.7	Fine	Floods subsiding slowly, and Kolai being sown.	
27	Howrah	" 23rd	0.9	Fine	Very cheering; floods rapidly subsiding, and Amun unexpectedly favorable.	
28	Midnapore	" 23rd	1.6	Rainy and cloudy	Good, except where injured by inundation and excessive rain.	
29	Nuddea	" 15th	3.7	Cloudy and rainy	Very good.	
30	Jessore	" 16th	1.9	Sunny and rainy	Favorable, except where seedlings have been destroyed.	
31	24-Pergunnabs	" 23rd	0.3	Clear, but close	Rice good. Sugar-cane much damaged.	
32	Dacca	" 23rd				
33	Backergunge	" 23rd				
34	Furreesdpore	" 23rd				

Number.	District.	Date of return from each district.	Rainfall at Sud-der Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
35	Mymensingh ...	Sept. 16th	4.1	Rainy ...	Highly satisfactory. The rivers are still very high, but no damage whatever has been done to any crops.	
36	Sylhet ...	" 16th	5.5	Rainy and hot ...	Good.	
37	Cachar ...	" 16th	1.6	Cloudy and rainy ...	Very good.	
38	Chittagong ...	" 15th	2.4	Showery ...	Generally favorable, but in some places caterpillars are doing some injury.	
39	Noakhally or Bulloah ...	" 15th	7.5	Very wet and rainy.	Good; but this rain may prove injurious to crops in low places.	
40	Tipperah ...	" 15th	2.0	Occasional showers.	Good.	
41	Hill Tracts of Chittagong					
42	Cuttack ...	" 16th	1.5	Showery ...	Good.	
43	Balasore.					
44	Pooree ...	" 15th	2.2	Thunder-storms, followed by a gale from south-west, for two days.	Generally favorable; but at Bhoolunessur the crops have been affected by a blight.	
45	Hazareebaugh ...	" 23rd	3.0	Favorable ...	Rice on high lands somewhat blighted.	
46	Lohardugga ...	" 22nd	0.5	Fair, but hot ...	Very favorable.	
47	Maunbhoom ...	" 23rd	1.6	Favorable ...	High land rice good; it is gathered; low land 4 annas damaged.	
48	Singbhoom ...	" 16th	6.1	Seasonable ...	Very favorable.	
49	Durrung ...	" 16th	3.2	Hot ...	The district under water, but no injury to crops.	
50	Nowgong ...	" 16th	2.7	Cool ...	Good, except where injured by inundation. Sugarcane good.	
51	Seebaugor ...	" 16th	Nil	Damp and unhealthy.	Pretty good.	
52	Kamroop ...	" 16th	2.0	Rainy ...	Not very favorable.	
53	Luckimpore ..	" 9th	4.4	Fine and warm ...	Satisfactory.	
54	Khasi and Jynteah Hills.	" 16th	3.5	Rain and sun ...	Favorable.	
55	Naga Hills.					
56	Julpigoree ...	" 15th	1.7	Cloudy and hot ...	Favorable.	
57	Gowalparah.					
58	Garohills ...	" 16th	2.6	Seasonable rain ..	Healthy.	
59	Darjeeling ...	" 16th	8.5	Healthy ...	Rice crops injured by insects and rain; other crops good.	
60	Cooch Behar ...	" 16th	*	Seasonable ...	Good ...	* No rain gauge.

N. B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 26th September 1871.

C. BERNARD,
Offg. Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

Divisions.	Stations.	Rainfall from 4th to 10th Sept. 1871.	Rainfall from 11th to 17th Sept. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	3.60	2.20	51.38	17th Sept. 1871.	
	Cuttack { Jail ...	2.85	2.47	45.50	ditto.	
	False Point ...	2.65	3.25	54.85	ditto.	
	Jajipore ...	7.01	3.07	81.02	ditto.	
	Kendraparah ...	5.30	1.40	42.90	ditto.	
	Jugutsingapore ...	6.30	2.10	44.83	ditto.	
	Sumbulpore ...	4.80	1.88	41.01	ditto.	
	Balasore ...	3.33	3.48	50.72	ditto.	
	Bhuddruck ...	2.38	2.49	50.41	ditto.	
	Pooree ...	2.44	2.26	46.28	ditto.	
CHOTA NAGPORE.	Khoordah ...	1.44	0.91	48.87	ditto.	
	Hasareebaugh ...	4.77	6.27	58.09	ditto.	
	Burhee ...	5.51	1.70	48.28	ditto.	
	Pachamba ...	2.25	3.25	53.00	ditto.	
	Itanchoe ...	5.59	3.56	57.02	ditto.	
	Palamow ...	3.05	1.54	43.99	ditto.	
	Purulia ...	1.42	3.82	58.32	ditto.	
	Gobindpore ...	1.68	8.95	50.78	ditto.	From 12th June.
	Chyebassa ...	2.24	5.68	52.38	ditto.	
PATNA.	Patna ...	0.80	3.41	44.51	ditto.	
	Behar ...	2.51	2.06	49.82	ditto.	
	Barh ...	3.17	3.30	32.55	ditto.	
	Dinapore ...	0.57	2.31	43.78	ditto.	
	Gya ...	0.48	1.79	44.13	ditto.	
	Sherghotly ...	1.28	2.98	42.08	ditto.	
	Nowadah ...	1.48	3.87	46.75	ditto.	
	Arungabad ...	1.34	2.00	36.80	ditto.	
	Chumparan ...	1.68	6.01	80.73	ditto.	Not received 21st to 27th August.
	Bettiah ...	2.70	5.05	48.28	ditto.	From 5th June.
	Chuprah ...	4.00	6.50	63.28	ditto.	
	Sewan ...	5.84	8.28	67.01	ditto.	
	Mozufferpore ...	4.30	5.90	53.19	ditto.	
	Durbhangah ...	2.85	6.74	69.04	ditto.	
	Seetamarie ...	0.45	7.47	51.74	ditto.	
	Tajpore ...	2.70	4.80	44.09	ditto.	Not recorded 6th to 19th March.
	Mudhulani ...	3.08	2.30	49.54	ditto.	From 1st April.
	Hajipore ...	2.55	5.29	34.92	ditto.	From 22nd May.
	Arrah ...	1.38	3.73	51.26	ditto.	
	Buxar ...	1.85	6.05	63.18	ditto.	
BHAUGULPORE.	Sasseram ...	2.31	6.13	44.78	ditto.	
	Bhubhooh ...	2.52	3.36	54.34	ditto.	
	Benares ...	1.40	6.05	49.58	ditto.	
	Bhaugulpore ...	Not received	1.73	32.13	ditto.	Not received 4th to 10th Sept.
	Mudheypoorah ...	1.10	4.20	48.33	ditto.	
	Banka ...	0.34	2.97	37.58	ditto.	Not received 28th Aug. to 3rd Sept
	Soopool ...	1.10	3.55	22.41	ditto.	From 14th August.
	Monghyr ...	4.29	2.79	51.91	ditto.	
	Jamooie ...	1.78	1.96	41.08	ditto.	
	Begooesari ...	1.60	3.10	38.60	ditto.	
RAJSHAHY.	Deoghur ...	1.47	2.39	52.82	ditto.	
	Jamtara ...	0.35	2.15	58.33	ditto.	From 13th February.
	Rajmehal ...	2.40	8.70	64.70	ditto.	From 12th February.
	Pakour ...	1.00	6.39	41.83	ditto.	From 21st May.
	Purneah ...	2.70	3.80	00.29	ditto.	
	Kishengunge ...	2.96	3.21	52.67	ditto.	From 13th June.
	Arraria ...	0.77	Not received	50.87	10th Sept. 1871	From 26th June.
	Rampore Beaulah ...	0.61	4.14	60.11	17th Sept. 1871.	
	Nattore ...	4.53	4.27	76.35	ditto.	
	Bograh ...	3.05	6.11	82.10	ditto.	
BURDWAN.	Dinapore ...	1.05	5.08	60.46	ditto.	
	Maldah ...	1.15	4.92	47.68	ditto.	
	Berhampore ...	3.76	3.10	58.34	ditto.	
	Jungipore ...	4.32	4.65	57.81	ditto.	
	Lalbagh ...	1.84	5.43	54.32	ditto.	From 16th January.
	Jamookandi ...	2.39	3.81	53.60	ditto.	From 17th April.
	Pubna ...	6.73	5.44	62.03	ditto.	
	Serajunge ...	2.58	3.43	60.26	ditto.	
	Kangpore ...	2.90	4.80	88.00	ditto.	
	Bhowanigunge ...	0.56	5.85	61.85	ditto.	From 22nd January.
Burdwan.	Titallya ...	4.17	3.18	73.20	ditto.	
	Burdwan ...	7.76	1.85	60.55	ditto.	
	Cutwa ...	7.09	3.51	60.65	ditto.	
	Culina ...	3.09	3.11	60.52	ditto.	
	Bood-Bood ...	5.76	1.81	63.30	ditto.	
	Bancoorah ...	2.68	4.61	57.75	ditto.	
	Raneegunge ...	3.31	2.04	51.45	ditto.	
	Sooree ...	3.83	5.35	57.10	ditto.	
	Hooghly ...	4.00	1.40	70.09	ditto.	
	Serampore ...	4.37	1.98	49.84	ditto.	From 20th March.
Burdwan.	Jehanabad ...	2.21	1.99	60.20	ditto.	From 21st April.
	Howrah ...	7.13	2.84	88.08	ditto.	
	Midnapore ...	1.83	5.45	65.03	ditto.	
	Contai { Dy. Collr.'s Office ...	4.06	4.55	65.72	ditto.	
Burdwan.	Contai { Engr.'s Office ...	4.55	5.42	78.67	ditto.	
	Gurbetta ...	2.79	3.39	55.52	ditto.	From 6th February.
	Tumlook ...	0.98	4.39	59.66	ditto.	

DIVISION.	Stations.	Rainfall from 4th to 10th Sept. 1871.	Rainfall from 11th to 17th Sept. 1871.	RAINFALL FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnaghur ...	1.29	1.78	52.59	17th Sept. 1871	
	Bongong ...	2.72	2.91	69.20	ditto.	
	Banaghat ...	2.23	1.98	52.63	ditto.	
	Meherpore ...	3.01	4.54	56.05	ditto.	
	Chooadangah ...	7.30	4.10	74.85	ditto	Not received 31st to 27th August.
	Koohteah ...	6.17	3.63	74.48	ditto.	
	Jessore ...	2.22	1.62	75.84	ditto.	
	Khoolnah ...	6.38	2.88	74.14	ditto	From 16th February.
	Jenidah ...	3.28	3.65	80.66	ditto	From 6th March, and not received 28th Aug. to 3rd Sept.
	Nurail ...	2.23	2.39	56.03	ditto	From 3rd April.
	Magoorah ...	1.12	1.22	37.64	ditto	ditto.
	Bagirhaut ...	3.64	4.71	74.52	ditto	ditto.
	Saugor Island ...	3.80	6.50	84.90	ditto.	
	Calcutta ...	5.42	2.03	84.70	ditto.	
	Alipore { Jail ...	5.50	2.85	88.94	ditto.	
	{ Hospital...	5.08	3.05	87.45	ditto.	
	Barrackpore ...	4.34	1.67	81.51	ditto.	
	Dum-Dum ...	5.33	1.74	61.11	ditto.	
	Baraset ...	6.16	1.09	63.22	ditto.	
	Satkerah ...	1.60	1.95	67.73	ditto.	
DACCA.	Hussaerhant ...	2.10	5.04	69.20	ditto.	
	Diamond Harbour ...	3.93	4.40	77.42	ditto.	
	Barripore ...	3.24	3.58	79.91	ditto.	
	Dacca { Telegraph Office ...	1.81	1.79	78.48	ditto.	
	{ Jail ...	1.60	2.50	73.60	ditto.	
	Burrisaul ...	2.23	1.00	78.83	ditto.	
	Dowlat Khan ...	1.06	6.99	92.61	ditto.	
	Perozepore ...	4.05	4.02	84.22	ditto.	
	Madaripore ...	1.00	2.07	71.23	ditto.	
	Furzedpore ...	5.25	2.77	85.57	ditto.	
	Goalundo ...	4.11	3.06	49.13	ditto	From 5th June.
	Mymensing ...	1.64	3.49	97.30	ditto.	
	Jamulpore ...	0.45	1.32	68.20	ditto.	
	Atteah ...	7.80	2.15	91.48	ditto.	
CHITTAGONG.	Kishoregunge ...	1.42	8.05	94.44	ditto.	
	Sylhet ...	0.01	5.57	110.08	ditto.	
	Cacher ...	3.05	2.04	78.07	ditto.	
	Hylakandy ...	2.23	Not received	73.43	10th Sept. 1871	Not received 10th to 23rd July.
	Koyah ...	Not received	ditto	88.05	3rd Sept. 1871	Not received 31st July to 6th Aug.
	Chittagong { Telegraph Office ...	1.80	1.50	90.18	17th Sept. 1871.	
	{ Jail ...	1.57	1.59	93.45	ditto.	
	Cox's Bazar ...	1.46	Not received	145.97	10th Sept. 1871.	
	Rangamata Hill ...	Not received	ditto	78.23	27th Aug. 1871.	
	Noakhally ...	3.18	7.30	107.41	17th Sept. 1871.	
COCH BEHAR.	Tipperah ...	0.95	1.15	86.87	ditto.	
	Brahmanbariah ...	3.50	1.83	95.45	ditto.	
	Akyab ...	2.60	9.80	175.70	ditto.	
	Buxa ...	2.31	8.86	150.47	ditto.	
	Gowalparah ...	0.53	Not received	78.93	10th Sept. 1871.	
	Dhoobree ...	0.20	ditto	54.96	ditto	Not recorded 27th Feb. to 5th March.
	Tura (Garo Hills) ...	4.37	ditto	82.70	ditto.	
	Darjeeling { Telegraph Office ...	Not received	ditto	93.08	31st Aug. 1871.	
	{ Hospital ...	8.60	7.30	106.47	17th Sept. 1871.	
	Rungbee ...	Not received	Not received	117.04	31st July 1871.	
ASSAM.	Falacottah ...	ditto	ditto	43.97	6th Aug. 1871.	
	Julpigoores ...	3.05	2.04	84.87	17th Sept. 1871.	
	Boda ...	1.52	1.35	60.98	ditto.	
	Tezpoore ...	0.29	Not received	71.57	10th Sept. 1871	
	Nowgong ...	2.39	ditto	103.13	ditto.	
	Mungledyo ...	0.04	ditto	60.64	ditto	From 13th January.
	Burpettah ...	0.34	ditto	70.71	ditto.	
	Gowhatti ...	0.29	1.87	50.53	17th Sept. 1871.	
	Seelsaugor ...	0.45	Not received	105.15	10th Sept. 1871.	
	Jorehaut ...	0.12	ditto	81.84	ditto	From 27th February.
	Gulaghat ...	0.67	ditto	94.95	ditto.	
	Naseerah ...	3.13	ditto	94.28	ditto.	
	Debrooghur ...	0.65	ditto	91.40	ditto.	
	Suddya ...	Not received	ditto	84.62	3rd Sept. 1871.	
	Shillong ...	1.29	ditto	58.00	10th Sept. 1871.	
	Cherrapoonjee ...	2.94	13.91	285.76	17th Sept. 1871	From 18th February.
	Jamooie ...	0.05	Not received	97.73	10th Sept. 1871.	
	Samuogoodting ...	Not received	ditto	44.17	31st Sept. 1871.	

CALCUTTA,
The 23rd September 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Meteorological Telegraphic Report for the period 17th to 23rd September 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. = 100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Sept.											
	17th	10	29.654	29.672	83	79.8	87	S S W	...	0.21	K	d
	16	16	29.570	29.588	84	82.5	93	S E	...	0.06	S	
	18th	10	29.661	29.679	84.0	82	91	S E	...	...	K	
	16	16	29.570	29.588	80.4	79	93	S E	...	0.18	.....	o
	19th	10	29.695	29.713	85.5	81.5	83	S E	...	...	K	Scuds from S E
	16	16	29.555	29.583	85.1	81.4	85	S S E	...	...	K	t
	20th	10	29.741	29.762	86.0	81.3	81	S E	...	0.36	K	
	16	16	29.626	29.644	87.0	81.4	77	E by N	...	...	K	
	21st	10	29.744	29.762	87.2	82.2	79	S S E	...	...	K	
SARGOL ISLAND.	16	16	29.604	29.622	84.7	82.0	73	S E	...	...	S, K	
	22nd	10	29.698	29.716	85.2	80.5	81	S E	...	...	S	d
	16	16	29.502	29.510	81.0	79.5	93	.....	...	0.28	.....	o, d
	23rd	10	29.687	29.705	80.0	78.5	93	.....	...	0.02	.....	o
	16	16	29.600	29.608	83.1	80.6	93	.....	...	0.20	.....	o, scuds from E
	17th	10	29.675	29.691	85	82	87	S W	11.9*	0.10	N	o, u
	16	16	29.577	29.593	85	82	87	S	6.8*	...	N	o, u
	18th	10	29.683	29.699	85	81	83	E	11.0*	0.10	N	b, p, w
	16	16	29.573	29.579	80	82	83	S E	4.5*	0.10	N	b, u
	19th	10	29.697	29.703	87	82	70	E	...	...	N	b
CHITTAGONG.	16	16	29.584	29.590	87	82	79	S S E	10.2*	...	N	b, u
	20th	10	29.755	29.761	86	82	83	S	2.2*	...	N	b
	16	16	29.619	29.655	84	82	91	N N W	6.7*	0.10	N	b, d, u
	21st	10	29.737	29.743	89	81	80	E N E	2.6*	...	N	b
	16	16	29.623	29.629	81	82	91	E	4.2*	0.30	N	o, v, t, l
	22nd	10	29.691	29.697	85	83	91	S E	5.5*	0.20	N	o, p, w
	16	16	29.583	29.589	85	81	83	E N E	6.3*	0.10	N	b, u
	23rd	10	29.680	29.686	78	78	100	N W	4.0*	2.20	.....	o, r, u
	16	16	29.508	29.514	82	81	95	E S E	8.3*	0.30	N	o, p
	17th	10	29.671	29.780	87	80	72	S	5.1*	...	CK, K	b
MADRAS.	16	16	29.572	29.681	86	80	75	S W	11.3*	...	CK, C	b
	18th	10	29.643	29.752	86	79	72	E	5.1*	...	C, CK	u
	16	16	29.542	29.652	84	80	83	S W	1.0*	...	K, K	u, t
	19th	10	29.673	29.783	85	80	79	Calm	3.0*	...	CK, C	b
	16	16	29.559	29.668	86	80	75	S W	7.4*	...	K, CK	b
	20th	10	29.723	29.833	83	79	83	E	3.3*	0.10	K, KS	b, v
	16	16	29.580	29.678	86	79	72	N E	3.4*	...	C	u
	21st	10	29.701	29.812	81	79	91	E S E	3.6*	2.50	KS	u, v
	16	16	29.587	29.694	81	79	91	S W	3.6*	...	KS	b
	22nd	10	29.696	29.806	85	79	75	E	3.4*	...	CK, C	b
CUTTACK.	16	16	29.592	29.704	77	76	95	E S E	6.9*	0.80	N	d, u, g
	23rd	10	29.735	29.845	83	78	78	E S E	4.1*	0.40	K, CK	
	16	16	29.673	29.784	79	77	90	S E	9.3*	0.70	KS, N	g
	16th	10	29.807	29.837	89	78	59	S by E	11*	0.63	.....	ho
	16	16	29.705	29.735	85	77	68	W by S	2*	...	.....	bo
	17th	10	29.789	29.819	81	77	71	S	12*	1.32	.....	o
	16	16	29.688	29.718	77	72	77	N W	11*	0.17	.....	bo
	18th	10	29.813	29.843	81	75	71	S by E	9*	1.16	.....	o
	16	16	29.712	29.742	90	77	53	S W	2*	...	.....	ho
	19th	10	29.822	29.852	87	75	55	S	11*	...	.....	b
ATKIN.	16	16	29.710	29.740	92	77	48	S by E	8*	...	.....	bo
	20th	10	29.824	29.854	88	75	62	S by E	13*	...	.....	b
	16	16	29.717	29.747	94	76	40	S S E	9*	...	.....	bo
	21st	10	29.802	29.832	89	75	49	S by E	13*	...	.....	bo
	16	16	29.690	29.720	89	75	49	S by E	10*	...	.....	bo
	22nd	10	29.785	29.825	85	74	57	S S E	12*	...	.....	o
	16	16	29.666	29.696	80	75	49	S by E	4*	...	.....	bo
	16th	10	29.629	29.711	86	79	72	W S W	0.6*	...	KS, N	cloudy
	16	16	29.547	29.630	82	78	82	S W	0.6*	...	N	o
	17th	10	29.605	29.698	82	79	87	S W	0.2*	0.70	N, C	r, g
ATKIN.	16	16	29.530	29.612	86	82	83	S S W	0.3*	...	N, KS	cloudy
	18th	10	29.603	29.695	84	79	79	N	0.1*	...	C, KS	cloudy
	16	16	29.530	29.612	86	81	72	N	0.2*	...	N	
	19th	10	29.634	29.710	83	79	63	E	0.1*	0.40	N	u
	16	16	29.533	29.616	85	79	75	N E	1.0*	...	KS	cloudy
	20th	10	29.672	29.751	87	82	79	E N E	...	...	KS	fair
	16	16	29.583	29.660	81	79	91	E S E	0.4*	...	N	
	21st	10	29.669	29.751	85	80	75	N E	...	0.80	KS, C	
	16	16	29.545	29.627	89	81	69	E N E	0.4*	...	K, S, N	fair
	22nd	10	29.619	29.701	87	81	78	N E	0.1*	...	CK, KS	fair
ATKIN.	16	16	29.510	29.592	84	79	79	E N E	0.5*	...	N, C	
	17th	10	29.765	29.790	83	79	83	S S E	1	0.00	K, CK	b
	16	16	29.613	29.654	81	80	83	S W	1	...	K	b
	18th	10	29.725	29.740	83	79	83	S S E	1	0.20	CS, K	b
	16	16	29.625	29.640	83	79	83	S	1	...	CS, K	b
	19th	10	29.743	29.758	84	79	79	S E	1	0.10	CS, K	b
	16	16	29.625	29.640	83	77	75	S S W	1	...	CS	u, b
	20th	10	29.772	29.787	81	80	83	S E	1	...	CS, K	b
	16	16	29.645	29.680	83	79	83	S S W	1	...	C, CS, K	g
	21st	10	29.700	29.781	80	77	80	E	1	2.50	K, KS, CS	g
ATKIN.	16	16	29.608	29.683	82	78	82	S	1	...	K, KS, S	g
	22nd	10	29.750	29.765	81	78	80	S S E	2	2.70	K, KS, N	r, u
	16	16	29.690	29.705	81	78	80	S S W	2	0.30	K, KS	g
	23rd	10	29.840	29.855	78	77	95	S	2	3.90	N	r
	16	16	29.760	29.781	82	78	82	S	2	0.60	K, KS, CS	b

* Velocity of wind in miles per hour.

CALCUTTA,
17th 23rd September 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

**Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,
DURING THE HALF MONTH 1st TO 15th AUGUST 1871.**

N.B.—The Barometric data are reduced for temperatures, and not for height above sea-level.

STATIONS.	BAROMETER.										THERMOMETER.										HUMIDITY.				RAINFALL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
	Height above sea-level.	MEAN OF					Range.	SOLAR RADIATION.				Mean of max.	Mean daily range.	Mean of min.	MEAN OF					Highest Max.	Absolute range.	Lowest Min.	MEAN OF				In inches.	No. of days.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
		4 hours.	10 hours.	16 hours.	22 hours.	Mean.		Day.	Night.	Day.	Night.				Day.	Night.	Day.	Night.	Day.				Night.	Day.	Night.	Day.			Night.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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Port Blair	110	29.727	29.727	29.727	29.727	29.727	126	13.14h	13.00	10th	103.0	88.8	4.8	83.9	86.8	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89.2	89

CALCUTTA,

HENRY F. BLANFORD,

Meteorological Reporter to the Govt of Bengal.

The 25th September 1871.

Mean Pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressure reduced to sea-level.	Mean temperature reduced to sea-level.	WIND.	
			Proportional prevalence Max.=100.	Mean direction.
Port Blair	...	...	...	...
Madras	29.754	88.9	63	S 41° W
Vizagapatam	29.638	86.4	77	S 81° W
Akyab	29.654	81.0	83	S 14° W
False Point	29.618	82.8	78	S 48° W
Cuttaok	29.604	81.8	80	S 69° W
Saugor Island	29.638	83.7	36	S 62° W
Chittagong	29.634	81.8	69	S 55° E
Calcutta	29.639	82.9	60	S 30° E
Jessore	29.668	83.6	68	S 39° E
Dacca	29.682	83.9	82	S 42° E
Cachar	29.605	83.2	17	S
Hazareebaugh	29.646	82.3	22	N 40° W
Berhampore	29.653	85.0	78	N 52° E
Gya	.....	84.2	7	S 45° E
Patna	29.667	84.3	51	S 75° E
Monghyr	29.639	84.5	31	E
Darjeeling	29.693	84.3	28	S 15° E
Gowalparah	29.665	84.3	19	S 34° E
Shillong	Not received	...	...	...
Benares	29.668	84.4	4	S 26° W
Roorkee	29.670	84.1	17	S 56° E

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17 on the preceding page by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous table.

CALCUTTA,
The 25th September 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 15th to 21st September 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
Sept.	15th	29.600	86.2	78.2	120.0	82.2	80.0	78.5	0.80	S by E & S	...	147.0	0.07	●	Overcast and strati. Slight rain at 1, 2, 3, 4 A.M., 5½, and 10½ P.M.
	16th	.641	87.6	79.5	134.0	83.1	80.6	78.8	.87	S & S by E	...	216.4	0.15	...	Cumuli and clear. Slight rain at 4, 10 A.M., 1, and 3 P.M.
	17th	.614	85.0	79.5	...	82.1	80.7	79.7	.03	S & S S E	...	161.3	0.27	...	Overcast and strati. Slight rain at 2, 10, 12 A.M., and 1½ P.M.
	18th	.622	88.4	79.3	147.8	81.5	80.0	78.0	.92	S S E & S by E	1.4	93.2	0.18	...	Clear, cumuli, and overcast. Thunder at 1 P.M. Slight rain at 10 A.M., 1, 2, and 3 P.M.
	19th	.640	88.7	78.6	151.2	82.6	80.2	78.5	.88	S by E, S E & S S E	...	101.5	0.36	...	Clear and cumuli. Thunder at 4 and 7 P.M. Lightning from 7 to 11 P.M. Rain from 6½ to 7½ P.M.
	20th	.693	88.8	80.2	153.0	83.7	80.7	78.6	.85	S S E & S E	...	103.0	..	...	Cirri and cumuli. Lightning at midnight and 7 P.M.
	21st	.081	89.0	80.8	144.0	84.3	80.8	78.3	.83	S S E & S E	...	78.8	...	...	Clear, cirri and cumuli and strati.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	11.7
The max. temperature during the past seven days	...	89.9
The max. temperature during the corresponding period of the past year	...	92.0
The mean humidity during the past seven days	...	0.88
The mean humidity during the corresponding period of the past year	...	0.81
		Inches.
The total fall of rain from 15th to 21st	... { by lower rain gauge	1.03
	... { by anemometer gauge	0.96
Ditto ditto average of seventeen previous years	...	3.09
Ditto between the 1st January and the 21st September	...	85.24
Ditto ditto ditto ditto, average of seventeen previous years	...	60.07

CALCUTTA,
The 25th September 1871.

GOPERNATH SEN,
In charge of the Observatory.

**Abstract of the Results of the Hourly Meteorological Observations taken
at the Surveyor-General's Office, Calcutta, in the month of
August 1871.**

LATITUDE 22° 33' 1" north. Longitude 88° 20' 34" east. Height of the cistern of the standard barometer above the sea-level, 18·11 feet.

MONTHLY RESULTS.

	Inches.		
Mean height of the barometer for the month	29·603
Max. height of the barometer occurred at 10 A.M. on the 31st	29·859
Min. height of the barometer occurred at 4 P.M. on the 8th	29·359
<i>Extreme range</i> of the barometer during the month	0·500
Mean of the daily max. pressures	29·654
Ditto ditto min. ditto	29·545
<i>Mean daily range</i> of the barometer during the month	0·109
<hr/>			
Mean dry bulb thermometer for the month	82·9
Max. temperature occurred at 2 P.M. on the 11th	91·3
Min. temperature occurred at 5 & 6 A.M. on the 1st	77·5
<i>Extreme range</i> of the temperature during the month	13·8
Mean of the daily max. temperature	87·3
Ditto ditto min. ditto	80·0
<i>Mean daily range</i> of the temperature during the month	7·3
<hr/>			
Mean wet bulb thermometer for the month	80·5
Mean dry bulb thermometer above mean wet bulb thermometer	2·4
Computed mean dew-point for the month	78·8
Mean dry bulb thermometer above computed mean dew-point	4·1
			Inches.
Mean elastic force of vapour for the month	0·964
			Troy grain.
Mean weight of vapour for the month	10·36
Additional weight of vapour required for complete saturation	1·43
Mean degree of humidity for the month, complete saturation being unity	0·88
			°
Mean max. solar radiation thermometer for the month	140·6
			Inches.
Rained 28 days.—max. fall of rain during 24 hours	2·69
Total amount of rain during the month	12·11
Total amount of rain indicated by the gauge* attached to the anemometer during the month	10·68
Prevailing direction of the wind	S S W & S W.

* Height, 70 feet 10 inches above ground.

The 25th September 1871.

GOPEENAUTH SEN,
In charge of the Observatory.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 9th September 1871, on 1,279½ miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.			Weight carried	Receipts.			
		Rs. As. P.	£ s. d.			Mds. Strs.	Rs. As. P.	£ s. d.	
Total traffic for the week	80,672	93,990 5 4	8,615 15 7		451,571 20	2,34,800 2 3	21,524 3 5		30,130 19 0
Or per mile of railway		73 7 4	6 11 8			183 8 3	10 16 5		23 11 1
For previous 9 weeks of half-year	781,147	9,11,638 2 2	83,506 16 7		3,510,004 20	20,46,101 5 9	191,234 7 10		274,801 4 5
Total for 10 weeks	867,819	10,05,628 7 6	92,182 12 2		4,001,176 0	23,21,002 8 0	212,758 11 3		304,941 3 5
COMPARISON.									
Total for corresponding week of previous year	91,334	1,20,885 4 5	11,062 16 4		437,889 0	3,14,080 1 4	28,791 10 0		39,884 6 4
Per mile of railway corresponding week of previous year		103 10 7	9 15 6			277 0 4	25 8 11		35 4 5
Total to corresponding date of previous year	890,511	11,30,936 10 10	104,219 3 11		4,813,874 30	33,89,937 8 6	310,714 5 6		414,903 9 5

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 9th September 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	3,284	8,180 11 0	749 17 11	36,117 10	9,873 3 3	859 4 3	1,609 2 2
Or per mile of railway		36 11 0	3 7 3		42 0 6	3 17 1	7 4 4
For previous 9 weeks of half-year	31,170½	73,216 10 10	6,894 17 3	320,074 30	78,032 11 9	7,153 0 0	14,017 17 4
Total for 10 weeks	34,754½	83,397 5 10	7,644 15 2	356,193 0	87,165 15 0	8,012 4 3	15,656 19 5
COMPARISON.							
Total for corresponding week of previous year	3,195½	9,908 8 0	908 5 7	15,080 10	5,792 3 8	522 14 1	1,430 19 8
Per mile of railway corresponding week of previous year		44 6 11	4 1 5	....	25 9 2	2 6 11	6 8 4
Total to corresponding date of previous year	33,282½	83,317 6 9	7,820 15 3	167,090 30	53,018 15 2	4,860 1 5	12,680 16 4

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 9th September 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	18,140½	8,354 11 6	767 17 0	25,877 9½	3,250 11 1	297 19 8	1,063 16 8
Or per mile of railway		53 6 2	1 17 10	165 0	20 12 4	1 18 1	6 15 11
For previous 10 weeks of half-year	217,519	1,23,250 15 4	11,515 3 3	1,095,072 12	4,10,783 4 10	37,655 2 7	49,501 6 0
Total for 11 weeks	235,659½	1,31,585 10 10	12,282 0 5	1,120,950 21½	4,14,033 15 11	37,953 2 3	50,565 2 8
COMPARISON.							
Total for corresponding week of previous year	20,360½	10,079 5 9	922 2 2	98,017 22	26,322 6 11	2 112 17 9	3,531 19 11
Per mile of railway corresponding week of previous year		88 13 2	8 2 10	806 0	142 6 10	21 6 2	20 9 0
Total to corresponding date of previous year	214,025½	1,22,078 3 5	11,215 1 0	1,082,275 30	2,15,063 0 1	19,796 12 3	31,041 13 3

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 9th September 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	3,910	587 12 9	58 15 7	10,595 20	324 10 0	32 9 3	91 4 10
Or per mile of railway	141	20 15 11	2 2 0	378 0	11 9 6	1 9 2	1 5 2
For previous 23 weeks of half-year	137,895	25,130 12 3	2,513 1 6	229,779 50	6,819 0 0	684 14 0	3,197 19 6
Total for 24 weeks	141,805	25,718 0 0	2,571 17 1	240,374 10	7,143 10 0	717 7 3	3,288 4 4
COMPARISON.							
Total for corresponding week of previous year	4,177	787 2 0	78 14 3	7,173 30	196 3 6	19 12 5	98 6 8
Per mile of railway corresponding week of previous year		28 1 0	2 16 3	256 0	7 0 1	0 15 0	3 10 3
Total to corresponding date of previous year	127,618½	21,857 2 0	2,185 14 3	235,501 34	8,002 13 3	809 5 8	2,994 19 11

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SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, OCTOBER 4, 1871.

OFFICIAL PAPERS.

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The Annual Administration Reports of the several Municipalities of the Patna Division for the year 1870-71.

From R. P. JENKINS, Esq., Commissioner of the Patna Division, to the Officiating Secretary to the Government of Bengal, Judicial Department,—(No. 314, dated Bankipore, the 13th September 1871.)

I HAVE the honor to forward herewith the annual administration reports, together with statements of receipts and disbursements, of the several municipalities in this division for the year 1870-71.

2. The delay in the submission of the report was owing to the non-receipt of the Arrah report until the end of August 1871.

3. The Municipal Act was not extended to any place during the year, and the number of municipalities is the same as in the previous year, viz.—

- | | |
|-------------|------------------|
| 1. Patna. | 4. Arrah. |
| 2. Gya. | 5. Mozufferpore. |
| 3. Chuprah. | 6. Durbhangah. |

The annexed statement will show at a glance the financial results of the several municipalities for the year under report:—

	Balance on 1st April 1870.	Receipts during the year.	Total.	Total charges during the year.	Balance.
	Rs. As. P.	Rs. As. P.	Rs. As. P.	Rs. As. P.	Rs. As. P.
1. Patna	60,065 12 5	74,157 9 0	1,34,225 5 5	1,07,763 0 0	26,460 5 5
2. Gya	11,690 2 4	28,038 12 11	39,626 15 3	25,806 1 1	13,820 14 2
3. Chuprah	263 5 8	31,885 1 4	32,148 7 0	31,857 8 2	290 14 10
4. Arrah	1,859 9 2	12,151 6 6	14,010 15 8	12,837 4 5	1,173 11 3
5. Mozufferpore	7,243 10 7	24,964 5 6	32,308 0 1	27,722 11 5	4,585 4 8
6. Durbhangah	178 10 7	13,876 1 9	14,054 12 4	12,480 11 2	1,564 1 2

* This includes Rs. 37,169-11-9, the proceeds of the confiscated Wahabee estates.

4. The Patna municipality propose to spend the large balance in hand in widening the streets.

5. In Gya the surplus will be devoted to the improvement of the drainage of the town.

6. The expenditure incurred by the several municipalities does not call for any special remarks, save that the charge on account of police is extremely heavy in all the districts except Sarun, as will appear from the following figures:—

Total Cost on account of Police.

In Patna	... Rs. 25,323, or a third of the amount of receipts.
„ Gya	... „ 14,000, or half the amount of receipts.
„ Arrah	... „ 5,300, or nearly half the amount of receipts.
„ Mozufferpore	... „ 6,631, or a fourth the amount of receipts.
„ Durbhangah	... „ 7,660, or more than half the amount of receipts.
„ Chuprah	... „ 8,500, or less than a fourth the amount of receipts.

7. The chairman of the Gya municipality complains of the heavy cost under this head, and his remarks are, I think, worthy of consideration.

The police authorities should invariably, I think, consult the chairman and magistrate of the district regarding the requirements of each town.

8. In Patna an extensive market has been built by the municipality at a large outlay; a sum amounting to Rs. 33,000 was also spent by that municipality in the construction and repairs of roads.

9. The Chuprah municipality borrowed a sum of Rs. 4,700 from the funds of the town committee in his district without the sanction or cognizance of this office. This sum, though shown in the debit side, has, I observe, not been credited to the accounts. An explanation has been called for from the magistrate.

10. In conclusion, I beg to state that the several municipalities have, on the whole, conducted their affairs satisfactorily and carefully.

From A. C. MANGLES, Esq., Chairman, Municipal Commissioners, to the Commissioner of Patna,—(No. 13, dated Bankipore, the 1st May 1871.)

With reference to Government letter No. 2411 of the 27th April 1868, I have the honor to submit, in duplicate, my administration report of the Patna city municipality for the official year 1870-71.

Committee.—There has not been any noteworthy change in the constitution of the committee since my last report, except that the municipality laboured under singular disadvantages for the greater portion of the year in not having a vice-chairman or a permanent civil surgeon.

Meetings.—The committee met regularly twice a month all round the year, as prescribed in section 17 of Act III of 1864, for the disposal of monthly accounts and other miscellaneous business.

Cases.—A change was however considered necessary for the disposal of cases of breach of municipal laws and by-laws, and the commissioners met thrice in the week, instead of twice as formerly, to dispose of them. A tabular statement showing their proceedings during the year under report is herewith annexed for easy reference.

Names of municipal commissioners composing a meeting for trial of cases.	Last year's balance.	No. instituted during the year.	Total.	No. disposed of this year.	No. remaining on file	Amount of fine imposed.	Rs. As. P.		
Chairman	1	11	12	12	...	2 6 0			
Vice-chairman	...	4	4	4	...	5 0 0			
District superintendent of police	12	37	49	45	4	19 0 0			
Rai Sohun Lall and Sham Sool Hoda	9	100	109	97	12	73 14 0			
„ Sookaj Bahadoor and Joykissen	33	168	201	155	46	214 5 0			
„ Baijnath Pershad and Modun	...	...	...	...	...	...
„ Mohun Lall	13	205	218	191	27	163 13 0			
„ Doorga Pershad and Izharudin	13	207	220	182	38	180 12 0			
	81	732	813	686	127	658 2 0			

The total number of municipal cases instituted during the year is 732, and the number disposed of is 686; whilst last year 465 cases were instituted, and 506, including previous balance, disposed of,—a fact showing that conservancy and public comfort were last year better attended to than formerly.

Assessment.—The maximum rate of 7½ per cent. continued in force throughout the year under report; but the assessment having been made in 1865, some six years ago, the municipal commissioners were of opinion that it should be revised, which was accordingly done, and resulted in an increase of Rs. 322-15 over the amount of the previous tax, 216 new houses having been brought under assessment.

Collection.—A change in the system of the collection of municipal tax was also tried as an experiment. The municipal commissioners being of opinion that the naib bukshees or tax collectors having only furnished as security a deposit of Rs. 300, it was dangerous to entrust them with bills for large amounts, it was resolved that the collecting staff should hold office in five distinct places on specified dates, previous intimation thereof being given to the people by *ishlahar* and by beat of drum; the head collecting officer and two mohurirs being stationed at the different places on the prescribed dates to receive the money and to grant receipts for the same to the parties. Whatever was not collected in this manner was made over to the duffadars for realization, thus bringing the chance of defalcation within very narrow limits. This system bids fair to succeed. The annexed statement shows the amounts yet outstanding.

Establishment.—The collecting establishment has cost Rs. 2,464, whilst the amount realized from house tax was Rs. 51,269-5, showing a percentage of Rs. 4-8 nearly.

Pounds.—The pounds were very carefully looked after, and the result obtained is furnished in the accompanying comparative statement:—

Official year.	Receipts.			Expenditure.			Increase.			Decrease.		
		Rs.	As. P.		Rs.	As. P.		Rs.	As. P.		Rs.	As. P.
1869-70	...	429	10 3	444	4 9		.....				14	10 6
1870-71	...	478	13 9	455	10 6		23 3 3				.....

showing that during the year under report the receipts were in excess of the expenditure, though, I am sorry to say, very little; still, small as it is, it is an improvement on last year, when there was a loss.

Civil.—The municipality was sued in the civil court in 24 cases; in 19 the municipality however has won.

Stamps.—During the year under report stamp fee under Act XVIII of 1869, schedule 1, was strictly enforced, showing a net profit to Government of Rs. 399 2-0. The municipal commissioners beg to represent the fact of a double stamp fee levied for the same amount, as in the following instance. Suppose Rs. 100 are drawn from the bank for payment of salary. The bank in the first instance charges one anna stamp fee for the cheque. The amount is then paid to A, who is also subjected to a further stamp duty of the same amount, so that for the same sum the municipality suffers in the first instance, and then the employé. This, the municipal commissioners are of opinion, is opposed to the tenor of the Act. They pray therefore that Government will be pleased to exempt them from the payment of the anna on each cheque drawn by them on the bank, on the condition of their securing to Government the levy of the stamp fee due from different parties to whom they may have occasion to pay.

Sanitation.—A new well from the chowk to the railway station for traffic in fair weather has been opened in the city; but it is to be regretted that Government has not yet paid its moiety to bridge and metal the same. Nevertheless the clearing away of the houses has helped to furnish the inhabitants with pure air to breathe. The question as to the best means for procuring good drinking water for the city was several times under discussion, but all proposals were abandoned on account of the large expenditure which would have to be incurred, and which the funds at our disposal would not admit of. A new market has been built in Patna for the public, which appears to be a decided success. This also has in a great measure improved the sanitary condition of the city, by supplying the want of an open airy place much needed in Patna.

Improvements.—To open new roads, and to widen the existing lanes passing through densely inhabited localities, are, in the opinion of the municipal commissioners, of primary importance; but their cash balance of Rs. 26,460-5-3 is quite inadequate to enable them to undertake any work of magnitude, though in Patna there is ample room for improvement.

Watering.—The whole length of the main road is now watered once daily, in the afternoon. This is not sufficient, but it is better than nothing; and I see no means of bettering the present state of things so long as our supply of water is small and procurable at so great a depth as it is at present. Many of the existing wells also dry up before the end of the hot weather, owing to the river having retired to so great a distance from the city.

Conservancy.—In the civil station conservancy has been satisfactorily attended to, but in the city proper it is not so good as could be wished. There are some serious drawbacks to the proper conservancy of this place. Most of the lanes in the city are so narrow that they will not admit of a scavenger's cart passing down them. To remedy this evil as much as possible the municipal commissioners have lately constructed nineteen single bullock carts, which have done a great deal of good. They are economical in both construction and maintenance; and as the number of these carts will go on increasing, they hope that in the course of a few years a change for the better in this respect will be effected.

Roads.—During the past year the municipal commissioners have paid great attention to the metalling of the roads, and with fair very results. In the early part of the year some difficulty having been experienced in procuring kunker to meet all requirements, and Soane pebbles being hard to obtain in sufficient quantities, it was resolved to try if stone procured

from Luckheeseraï would take their place. Some four miles of road have been metalled with this stone, and, as far as we can judge at present, the experiment seems to be a successful one, and it is our intention to carry our experiment with it still further. The cost of the stone is a good deal in excess of either Soane pebbles or kunker; but we hope that it is much more durable, and by its durability it will repay us for the first outlay. It is difficult to obtain kunker free from dirt, and it is hard to make a decent road of Soane pebbles alone, it being difficult to make them bind.

Lighting has been introduced from the commencement of the year under report, and has given great satisfaction to all. The whole of the main street from the golah to the Patna railway station is lighted, there being some 211 lamps; and during the current year it is proposed to erect some eighty more along the road passing through the Sadikpore Bazaar, and so along the new line road leading from the chowk to the railway station, thus making two good lines for traffic both by day and night.

On the whole, I am of opinion that the commissioners may congratulate themselves on having had another successful year, and I trust that after a perusal of this report you will agree with me in so thinking.

Statement showing the amount outstanding on the 1st April 1871.

				Rs.	As.	P.
Under investigation	..	...	...	489	15	0
" warrant collections	...	...	...	427	15	5
Due from other districts	...	...	...	89	14	0
Under naib bukshees	...	...	...	9	11	7
From European residents	...	...	...	57	14	3
In civil court cases, mostly irrecoverable	...	...	...	331	0	0
With police	...	...	...	11	12	0
			Total	1,417	2	3
Amount already realized up to 18th April 1871	...	...	...	268	7	0
			Total Rs.	1,685	9	3

PATNA CITY MUNICIPALITY.

Municipal Improvement Fund under Act III. (B.C.) of 1864 for the year 1870-71.

RECEIPTS.	Amount.		Amount.
	Rs. As. P.		Rs. As. P.
To balance in hand as per last year's account, viz. —			
.. balance on account house-rate collections, &c. ...	22,896 0 8		
.. balance on account of the proceeds of the confiscated estate of the Patna Wahabees	37,169 11 9	60,065 12 5	
.. amount collected on account of the rate of 7½ per cent. on the annual value of houses, buildings, and lands, &c. ...		51,289 6 0	
.. amount collected on account of fines, &c., under Act III. of 1864	.....	767 9 6	
.. amount collected on account of tolls on town ferries, as per Government order No. 4768, dated 5th August 1865	18,186 4 10		
.. proceeds of cattle pounds in the city under Act III. of 1856	478 13 9	18,665 2 7	
Amount collected on account of miscellaneous receipts, viz.—			
Fees on music processions	1,800 0 0		
Rent of land let out for grazing purposes, &c. ...	493 10 3		
Fees on licenses	22 0 0		
Miscellaneous, i.e. sale of sweepings, &c. ...	109 14 6		
Sale proceeds of vegetables, &c., of the municipal garden	21 2 8		
Refund of advance made for the purchase of chetanees	150 0 0	2,596 11 5	
Proceeds of the confiscated estate of the Patna Wahabees credited during the year	838 11 6	838 11 6	
		1,34,223 5 5	
DISBURSEMENTS.	Amount.		Amount.
	Rs. As. P.		Rs. As. P.
Charges incurred in the collection of 7½ per cent. on the annual value of houses, lands, &c., from March 1870 to February 1871	.....	2,464 0 0	
Conservancy charges from March 1870 to February 1871	.....	7,833 11 11	
Amount paid to the district treasury for the maintenance of police under section 84, Act III. of 1864, from March 1870 to February 1871	.....	25,823 11 4	
Compensation paid for lands and houses taken up for public purposes, viz.—			
Widening the Durga road	.....	496 15 0	

					Rs. As. P.	Rs. As. P.
Amount expended in pucca repairs to following roads—						
Remetalling the Bhicknapaharee road	...	...	...	...	8,325 14 0	
" the Goriahtolah road	...	...	...	...	1,893 2 0	
" the Bankipore road	...	...	...	...	2,908 10 9	
" the road round the Race Course	...	...	...	...	996 5 6	
" the Rumnah road	...	...	...	...	471 3 9	
" the Durgapore road	...	...	...	...	169 10 6	
" the Suokreegally road	...	...	...	...	5,019 8 3	
" the road leading to the Begumpore railway station	...	...	...	...	1,600 8 3	
" the Mooradpore road	...	...	...	...	659 6 6	
" the Pusson Mistry's lane	...	...	...	...	923 2 0	
" the Andra road	...	...	...	...	520 8 6	
" the road south of golah	...	...	...	...	1,238 5 3	
" the road east of Mr. Hardy's bungalow	...	...	...	...	412 14 3	
" the road west of committee	...	...	...	...	575 9 3	
Pucca repairs to road within kutcherry compound	...	...	...	...	57 15 0	
" to Subjeebag road	...	...	...	...	65 1 0	
" to road west of rosy bower	...	...	...	...	46 4 3	
					25,883 12 0	
Amount expended in cutcha repairs to following roads :—						
Repairs to Syedpore road	...	...	...	...	25 6 0	
" to Durga road	...	...	...	...	29 5 0	
" to Dearah roads from cutcherry compound to Hazeeopore	...	...	...	...	585 5 3	
" " " from dak bungalow to Pyeblejah ghât	...	...	...	...	77 6 6	
" " " from kutchery to Pyeblejah ghat	...	...	...	...	92 15 3	
" " " passing through Mohuntolah	...	...	...	...	38 6 0	
" " " from Koylah ghât to river side	...	...	...	...	55 4 0	
Constructing a temporary bridge over Mahee Nuddeo	...	...	...	...	294 14 3	
					1,198 14 3	
Amount expended in repairs to following bridges and culverts :—						
Repairs to bridges within Race Course	...	...	...	...	26 10 6	
Constructing a culvert at Meentapore	...	...	...	...	42 2 3	
" " at Suokreegally	...	...	...	...	46 6 3	
" " on the Subjeebag road	...	...	...	...	165 0 0	
Repairs to bridges on the Goriahtolah road	...	...	...	...	37 1 6	
					317 4 6	
Amount expended on account of the following miscellaneous works :—						
Repairs to fences of trees	...	...	...	...	262 1 6	
Cost of instruments, &c.	...	...	...	...	322 4 0	
Miscellaneous works	...	...	...	...	62 2 9	
Amount paid to the Magistrate of Sarun on account conservancy arrange- ments for the Soanepore fair	...	...	...	...	250 0 0	
					896 8 3	
Amount expended in repairs to lanes and drains in the city						834 4 6
Road establishment from March 1870 to February 1871	...	...	...	...	1,234 0 0	30,364 11 6
Amount expended on account of pound establishment of the city from March 1870 to February 1871	...	...	...	...	.....	455 10 6
Amount expended for watering the main road of the city for seven months of the year	...	...	...	...	.....	5,061 6 9
Amount expended for lighting the streets	...	...	...	...	.....	3,710 15 9
Establishment of the office of the municipal commissioners constituted under Act III. of 1864, from March 1870 to February 1871	...	...	...	...	.....	2,620 0 0
Contingencies of the office of municipal commissioners constituted under Act III. of 1864—						
Printing charges	...	...	...	...	421 4 6	
Stationery charges	...	...	...	...	181 8 9	
House rent, &c.	...	...	...	...	805 5 8	
Refund of house rate collections realized in excess	...	...	...	...	25 6 0	
Advance paid for the purchase of chetances for Soanepore fair	...	...	...	...	150 0 0	1,583 8 11
MISCELLANEOUS CHARGES, viz.—						
Firing a midday gun	...	...	...	...	181 0 0	
Repairs to the latrine at Peerbahore	...	...	...	...	13 12 3	194 12 3
Cost of vaccine establishment from March 1870 to February 1871	...	...	...	...	.....	663 8 2
Amount paid on account of compensation for lands and houses, &c., for a bazaar at Sadickpore	...	...	...	...	6,983 5 6	
Paid to Messrs. Thomson, Fox and Co. for constructing the bazaar	...	...	...	...	20,000 0 0	
Paid to the collector on account of revenue of the Sadickpore Mehal	...	...	...	...	6 10 5	26,989 15 11
By balance in the branch Bank of Bengal on the 1st April 1871	...	...	...	...	.....	26,460 5 5
Grand total	...	...	...	...	.....	1,34,223 5 5

A. C. MANGLES,
Chairman of the Municipal Commissioners.

From A. V. PALMER, Esq., Chairman, Gya Municipality, to the Commissioner of Patna,—
(No. 6LF, dated Gya, the 31st May 1871.)

I HAVE the honor to submit the accompanying financial statement of the receipts and expenditure in the Gya municipality for the year 1870-71. There have been no works executed that call for special remark.

During the year under review the roads of the municipality, aggregating about twenty miles in length, have been maintained in good order.

One bridge has been constructed, and two large tanks emptied and cleaned.

The conservancy of the municipality has been looked after as well as circumstances would admit of. All the main sewers and drains have been opened and cleaned, but the chief present requirement is a fresh system of drainage.

The municipality is well situated with a fall towards the east, on which side it is bounded by the river Thulgoon, and the defect of the present drainage is like that in all towns. The drains have been made very deep, and on no recognized or consistent principle. The result obviously is a quantity of unwholesome stagnant water every here and there, which will not be removed till the next flush of water raises its level.

With a view to remedy this evil a special committee of certain members of the municipal committee is now sitting. Their report has not as yet been presented to the Commissioner.

I may add that individually I do not anticipate any practical good will result from this committee. What appears to me to be required is, first, a careful survey of the entire municipality, by which the levels may be accurately determined; and this being done, secondly, to fill up the existing drains with dry earth, and to substitute instead in each street a simple surface drainage.

To carry out this, first the services of an experienced engineer would be required, and the work would doubtless be costly; but looking to the ultimate advantage that would be gained, I am satisfied that the money would be well spent. There is, however, at present great difficulty in obtaining the services of a competent engineer.

I may add that since 1869 money has been amassed for this project, and I trust that before long this work may be taken in hand.

I would call attention of Government to the very heavy charge the municipality have to meet on account of police.

The late district superintendent, Captain Daunt, and the present district superintendent, Mr. Bamber, have both been applied to with a view to the reduction of the municipal strength of the force, which in the opinion of the commissioners was unnecessarily large, and which, I regret to say, afforded very little protection to property.

Mr. Bamber has for the current year proposed a revision of the force as per margin, which

Old Force.	Salary.	Contingent and clothing.	Total.
	Rs.	Rs.	Rs.
10 Head Constables ...	1,200	1,703	15,695
200 Constables ...	1,279		
New Force.			
1 Sub-Inspector ...	600	1,240	13,380
10 Head Constables ...	1,320		
150 Constables ...	10,200		

has been concurred in by the commissioners as affording a partial relief, but this force, I am of opinion, could with advantage be further reduced.

I am happy to be able to record that the native municipal committee take an interest in the municipality, and during the year under review have been, as a rule, regular in their attendance at the meetings.

Although no special works have been undertaken, I venture to hope that the proceedings of the municipal committee will be considered satisfactory. The roads have been kept in thorough repair, the town clean; sanitary arrangements promptly attended to. Notwithstanding the periodical influx of hordes of pilgrims, no epidemic has occurred. The entire demand for the year has been collected, and the commissioners, were it not for the proposed drainage requirements, would have been able to reduce the rate of tax for the current year.

Annual return of receipts and disbursements of the Gya municipality, submitted by the Municipal Commissioners for the year 1870-71.

Place of operation.—Towns of Gya and Sahebgunge.

Nature of fund or collection.—Tax on houses, surplus receipts of the pound at Gya, and rent of chowk-shop and others—

RECEIPTS.

	Rs.	As.	P.
Balance outstanding on 1st April 1870 ...	1,903	1	0
Demand of the year ...	25,934	14	11
Total demand ...	27,837	15	11
Remissions ...	164	9	10
Collections ...	26,711	8	3
Other receipts ...	1,325	4	8*
Balance in hand on the 1st April 1870 ...	11,590	2	4
Total of columns 8 to 10 ...	39,626	15	3
Outstanding on 31st March 1871 ...	961	13	10†

* Includes the pound receipts, which amount to Rs. 865-5-9.

† The balance outstanding on 31st March 1871 has been collected and remitted to the treasury during April 1871.

DISBURSEMENTS.

				Rs.	As.	P.
Wages and establishment	...	...	...	2,401	12	8
Police	...	...	...	14,030	0	2
Conservancy	...	...	...	2,549	8	10
Roads and improvements by local establishment	...	...	...	5,898	0	4
Otherwise spent	...	...	...	1,131	11	1
Balance in hand on 31st March 1871.	...	...	...	13,820	14	2

GTA MUNICIPALITY,
The 31st, May 1871,

A. V. PALMER, *Chairman.*

From C. B. GARRET, Esq., Chairman of the Chuprah Municipality, to E. DRUMMOND, Esq.,
Officiating Commissioner of Patna,—(No. 14, dated Chuprah, the 26th April 1871.)

I HAVE the honor to submit the following report of the Chuprah Municipality during the past year.

Income.—The gross receipts of the municipality during last year are Rs. 32,148-7, out of which sum Rs. 263-5-8 represented the balance from the previous year. The gross expenditure on all heads was Rs. 31,857-8-2. Of the house tax for the year ending 31st March 1871, Rs. 1,900-4-5-10, or 11½ per cent. remained uncollected at the close of the year.

The small amount of our income as compared with the large extent of the municipality makes it impossible for us to do anything but works of ordinary maintenance. We are unable to attempt any considerable undertakings, or anything like conservancy on a large scale.

Roads.—During the year the only road that was repaired was the Sahabgunge main road. This was found an expensive work, as owing to the great amount of traffic on the road it was necessary to use only the very best materials. Metal was also stocked on the Rutenpoora lane, and the spreading has now commenced. This is a new work. The only other road work done consisted of trifling repairs to old roads.

Drainage.—Great inconvenience has always been experienced in Chuprah for the want of a proper system of carrying off the surplus rain water. Chuprah lies between a nullah on one side and a large chur on the other. The natural run of all the water is towards the "chur;" but in the rainy season the chur becomes itself full of water, and to attempt to drain into it then is like draining into a sponge. A further difficulty is the narrowness and irregularity of the streets and lanes in the town, which make it impossible for us to keep cutcha drains in anything like working order. During the present year a large central drain has been dug, by which we hope to be able to carry off the water from the western side of Chuprah (Rutenpoora) to the Berhapoor nullah, and thence to the Gogra, in lieu of allowing it to run into the chur as heretofore. We have also constructed some length of pucca drains in the main street, which has answered very well; but the expense will, I am afraid, be a bar to its being largely extended.

Sluice Gate.—In October 1869 the high flood of the Gogra completely topped the sluice gate and swept into the town. To prevent the recurrence of a similar disaster, a strong bund has been erected, which stood the test of last year's rains very well.

Lighting.—Is not attempted.

Conservancy.—Is confined to the maintenance of staff of sweepers and carts for carrying off sweepings.

Vaccination.—A staff of vaccinators is maintained by the municipality; their labours have generally been successful. 4,359 persons were vaccinated during the year.

Breaches of Municipal Rules.—Two commissioners sit twice a week to try charges of the municipal laws. During the year 1870-71 391 persons were summoned, of whom 360 were punished with fine and 31 warned and discharged. The total amount of fines imposed was Rs. 442, being an average of Rs. 1-3-7½ for each defendant. The largest fine imposed was Rs. 20, and the smallest, one anna. No daily fine was necessary.

Vital Statistics.—624 persons were ascertained to have been born, and 843 died, within the municipal limits during the year 1870-71. This gives a percentage of 19 per 1,000.

The subjoined table will show the gross amount of house-tax raised.

				Rs.	As.	P.
Gross amount of house-tax raised	...	...	...	15,424	5	6
Incidence per head of population	...	...	...	0	5	5½
Per house	...	...	...	1	9	10½
Total income	...	...	...	32,148	7	0
Total cost of police	...	...	...	8,497	15	3
Proportion of the municipal income expended in police	...	...	...	20	6	11
Expenditure in collection charges.	...	...	...	2	7	3
Expenditure of establishment	...	...	...	10	15	3
Balance available for works of local improvements	...	...	...	59	4	0

*Cash account of Chuprah Municipal Improvement Fund under Act III. of 1864 for 1870-71.***RECEIPTS.**

					Rs. As. P.	Rs. As. P.
To balance at the end of March 1870	...	...	...	...	.....	268 5 8
„ amount collected on account of the rate of 7½ per cent. upon the annual value of houses—						
for 1869-70	...	...	776 0 0 10			
„ 1870-71	...	...	14,648 5 5 10	...	15,424 5 6	
„ amount collected on account of ferries	...	...	...	...	2,970 5 5	
„ „ „ of tolls of Ajeabgunge and Berhapoor bridges	...	...	...	...	5,712 3 0	
„ amount on account of proceeds of Chuprah fount gate	...	...	...	...	153 0 0	
„ „ „ of fines and fees	...	...	...	...	481 3 0	
„ miscellaneous	...	...	...	...	5,997 10 2	
Refund from road charges	...	...	...	...	1,145 2 3	
„ „ police	...	...	...	...	0 4 0	
„ „ general	...	...	...	...	1 0 0	31,885 1 4
Grand total	...	...	...	...	...	32,148 7 0

DISBURSEMENTS.**By office charges—**

Salary	...	...	...	...	460 5 3	
Contingencies	...	...	...	...	77 8 9	
By general charges	...	...	...	...	.....	537 14 0
By collection charges	...	...	...	...	.....	413 15 3
By pound charges	...	...	...	...	.....	789 12 9
						117 0 0

By road charges—

Salary	...	...	...	...	1,586 8 0	
Contingencies	...	...	...	...	6 4 6	
Constructing Sahebgunge pucca road	...	...	...	...	1,250 0 0	
Constructing and repairing Sahebgunge lane	...	...	...	...	26 10 0	
Metalling main station side road	...	...	...	...	87 10 8	
„ Daheewa road	...	...	...	...	43 9 6	
„ Neiky Bazar road	...	...	...	...	35 15 3	
„ west jail road	...	...	...	...	11 0 0	
„ Mission Church road	...	...	...	...	139 12 0	
„ Berhapore side roads	...	...	...	...	200 3 0	
„ Ruttenpoora lane	...	...	...	...	600 0 0	
„ the sides and turfing the slopes of lower station road	...	...	...	...	268 11 0	
Embankment, turfing the bunds and repairing sluice gate, and also the culverts of the town	...	...	...	...	636 4 6	
Repair to town roads	...	...	...	...	319 12 10	
For digging, repairing, and cleansing drains	...	...	...	...	1,597 6 3	
Miscellaneous works of petty repairs	...	...	...	...	50 0 0	
Railings	...	...	...	...	40 0 0	
Metalling Ajaebgunge bridge road	...	...	...	...	13 7 9	
						6,913 3 3

By amount paid for the maintenance of the police under section 34 of Act III. of 1864

By conservancy charges	8,497 15 3
By watering charges	...	...	...	...	.....	3,449 11 2
By vaccinating charges	...	...	...	...	.....	515 1 0
Local improvement	...	...	...	...	.....	442 0 0
Manufacturing bricks	...	...	...	...	.....	649 2 0
Surface drains	...	...	...	...	.....	2,550 0 0
Miscellaneous	...	...	...	...	.....	2,200 0 0
						4,781 13 6

Total expenditure ... 31,857 8 2

Balance in hand ... 290 14 10

Grand total ... 32,148 7 0

C. B. GARRETT,

Chairman of the Chuprah Municipality.

From W. H. D'OYLY, Esq., Chairman of the Municipal Committee of Arrah, to the Commissioner of Patna,—(No. 28, dated Arrah, the 26th August 1871.)

I HAVE the honor to submit the annual administration report of this municipality for the year 1870-71, accompanied by a statement showing the actual receipts and disbursements for the same year.

2. This municipality, which was created in 1865, has completed the sixth year of its existence. At the end of the year under report the municipal body consisted of fourteen persons, named below :—

Mr. W. H. D'Oyly,	...	Chairman.
„ J. G. Charles,	...	Vice-Chairman.
„ H. C. Levinge,	...	Member.
„ J. Macnamara,	...	Ditto.
„ W. D. Pratt,	...	Ditto.
„ J. Collet,	...	Ditto.
Dr. J. Durant,	...	Ditto.
Revd. J. C. Thomson,	...	Ditto.
Moulvie Taki Uddeen Ahmed,	...	Ditto.
Chowdhri Leakat Hossain,	...	Ditto.
Baboo Baijnath Sahai,	...	Ditto.
„ Harbans Sahai,	...	Ditto.
„ Sant Pershad,	...	Ditto.
„ Pratap Chunder Chatterjea,	...	Ditto and Municipal Secretary.

3. There have been ten meetings of the committee during the year under review. The attendance of the commissioners was generally good. Among the European members the attendance of Mr. Macnamara especially, and that of Dr. Durant, was very regular. Among the native members Baboo Baijnath Sahai, Moulvie Takee Uddeen, and Baboo Pratap Chunder Chatterjea, were regular in their attendance. Among the members who very seldom attended the meetings are to be named—Mr. W. D. Pratt, the district superintendent of police, Mr. Collet of Dinapore, Baboo Sant Pershad, and Chowdhri Leakat Hossain. The last named gentleman is, I regret to state, of little use to the committee.

4. There have been instituted 114 cases under Act III of 1864, out of which 58 cases resulted in convictions, and the remaining 56 cases were dismissed. The municipal commissioners Mr. Macnamara, Baboo Sant Pershad, Baboo Baijnath Sahai, and Moulvie Takee Uddeen, devoted much of their time in disposing of these cases.

5. The internal management of the municipality has been conducted with great satisfaction. I myself used to supervise all the work and proceedings, and Mr. Macnamara, the district engineer of roads, always used to take a lively interest in all municipal matters, and has rendered us very valuable assistance.

6. The sanitary condition of the town has been greatly improved during the year under review. An objectionable practice of bathing indiscriminately in all tanks and at all the wells, and the water of which was also used for drinking and culinary purposes, has been put a stop to, and certain tanks and wells have been reserved exclusively for drinking and culinary purposes.

The lower orders of people were in the habit of committing nuisances within the town wherever they liked; this has also been prevented.

The indiscriminate burning of lime, bricks, and potteries, all over the town was also another cause of annoyance, and measures have been adopted by which lime and bricks may be burnt without any fear of its affecting the health of the town. A latrine has also been erected close to the new collectorate for the use of the people attending the court. These measures have to a great extent improved the general health of the people, which is evident from the fact that there has been less sickness in the year under report than in previous years.

7. The total amount of income during the year under review was Rs. 14,010-15-8, and the total expenditure incurred was Rs. 12,837-4-5. The cash balance at the end of the year was Rs. 1,178-11-3.

8. The amount of house-tax assessed in the year in question was Rs. 12,041 which, with the unrealized balance of the previous year, made up a total of Rs. 13,058-0-9. Out of this sum Rs. 11,436-9-3 has been collected, and Rs. 76-11-6 has been reported to be irrecoverable. The net arrear at the close of the year amounted to Rs. 1,544-12-0.

9. The costs of several establishments have been reduced to a great extent. The amount expended on public works during the year under review was Rs. 4,125-12-4½. The conservancy expenditure has, without any detriment, been greatly reduced in the year in question. The total amount expended under this head was Rs. 1,289-4-9, which is very much short of the expenditure incurred in the previous year. Proposals were made for reducing the pay of the municipal police, but the commissioners were not prepared to effect any reduction in the force. The other items of expenditure do not call for any explanation. A bungalow has been purchased at a sum of Rs. 400 for the municipal office, as there was no accommodation available in the new collectorate.

10. The state of the roads is generally fair. Several of the town roads are annually subject to inundation from the Soane floods, and they often require repairs. Mr. Macnamara exercised a careful supervision over the road works, and the municipal overseer, Sookh Lal, has worked under him very satisfactorily.

11. In conclusion, I must record my gratitude to the municipal commissioners generally for the interest they have taken in the municipality, and for the valuable assistance they have continuously afforded me. Baboo Pratap Chunder Chatterjea has continued to act as secretary, although the commissioners felt bound to recommend a discontinuance of the salary that he used to draw; and my thanks are due specially to him and to Mr. Macnamara.

Municipal Improvement Fund under Act III of 1864, or Statement of Receipts and Disbursement for the year 1870-71.

	Rs.	As.	P.	Rs.	As.	P.
RECEIPTS.						
Balance from the last year 1869-70	1,859	9	2
To amount collected on account of the house-tax	11,486	9	3
" " " on account of fine under Act III. of 1864	138	12	0
" " " on account of cattle pound fine	169	15	0
" " " On account of rent of serai at railway station	21	0	0
" " " on account of sale of trees, fishes, and other miscellaneous	183	1	0
" " " on account of fees realized from defaulters	83	13	0
" " " on account of tulubana of extra peons employed for realization of the arrears of the house-tax	170	14	3
" surplus amount realized by the sale of movable property of defaulters on account of arrears of house-tax	0	6	0
Grand total	12,151	6	6
				14,010	15	8

DISBURSEMENTS.						
No. 1 By pay of the Arrah municipal Secretary	...	...	...	548	7	0
2. " charges incurred in the collection of the house-tax at 4 per cent.	...	...	...	432	6	6
" office establishment of the municipal commissioners' office	...	...	...	475	0	0
" pay of pound-keeper	...	...	...	78	0	0
				985	6	6

ROAD ESTABLISHMENT.

3 By Road establishment	...	...	...	300	0	0
" Conservancy establishment	...	...	...	1,004	9	6
" Local Improvement (i.e.) pay of mallee	...	...	...	14	9	1
				1,319	2	7
4 " Lighting establishment	...	...	...	32	10	2
5 " Feed of bullocks	...	...	...	252	1	1
6 " Office contingencies	...	...	...	55	0	6
7 " Pay of vaccinator	...	...	...	120	0	0
8 " Pay of municipal force	...	...	...	5,258	2	9
9 " Police clothing allowance	...	...	...	96	0	0
10 " Police good conduct allowance	...	...	...	16	0	0
11 " Pay of extra peons employed for realization of house-tax	...	...	...	265	5	6
12 " Amount refunded to the magistrate of Shahabad on account of sale proceeds of fish of circuit bungalow tank	...	...	...	10	0	0
13 " Paid to tax darughah on account of contingencies, price of postage and receipt stamps, &c.	...	...	...	11	6	3
14 " Amount expended in case of Sheroo Jasah...	...	...	...	1	0	0
15 " Pay of extra clerk attached to Patna commissioner's office	...	...	...	90	0	0
16 " Amount refunded to Imaman Kungra on account of sale of mango fruit	...	...	...	4	8	0
17 " Amount refunded to the defaulter on account of surplus amount realized by the sale of movable property for arrears of house-tax	...	...	...	0	6	0
18 " Repair of pound	...	...	...	11	6	2
19 " Repair of serai at railway station	...	...	...	117	14	7
20 " Repair of bridges	...	...	...	150	0	0
21 " Metalling roads (No. 49)	...	...	...	900	0	0
22 " Repairing city roads as per estimate No. 47	...	...	...	750	0	0
23 " Construction of cutcha latrine as per estimate No. 53	...	...	...	205	3	0
24 " Repair of Solono road	...	...	...	400	0	0
25 " Repair of jail road as per estimate No. 42	...	...	...	116	4	4
26 " Repair of Bitchlee road as per estimate No. 48	...	...	...	625	0	0
27 " Metalling near goods' shed	...	...	...	350	0	0
28 " Construction of conservancy carts	...	...	...	200	0	0
Total	...	...	...	12,827	4	5
Cash balance	...	...	...	1,173	11	3
Grand total	...	...	...	14,010	15	8

ARRAH MUNICIPALITY,
The 26th August 1871.

W. H. D'OYLE, Chairman.

From C. F. WORSLEY, Esq., Officiating Magistrate and Chairman of Tirhoot, to the Commissioner of Patna, Bankipore,—(No. 15, dated Mozufferpore, the 25th April 1871.)

I HAVE the honor to submit the administration report of the Mozufferpore municipality for the year 1870-71.

2. The annual statement already submitted shows the income and expenditure for the year under the different budget heads.

3. *House-tax.*—The house-tax was levied at the rate of 7-8 per cent. The amount collected amounted to Rs. 13,077-6-1 out of a demand of Rs. 13,310-1-1, as exhibited below, leaving only a small balance of Rs. 232-11-0 outstanding. Last year the collections were only Rs. 11,314-3-2 out of a demand of Rs. 12,833-10-3. The very satisfactory results of this year are accounted for by the change in the system of collection introduced in May 1870. The collecting establishment was then reduced from one warrant officer on Rs. 15 a month and three bill sircars receiving 4 per cent. on the collections, the total establishment costing Rs. 728 a year, to one mohurir and three peons on Rs. 276 per annum, and the collections were ordered to be made under the personal superintendence of Mr. O'Laughlin, the secretary, at the municipal bungalow, instead of through peons sent out with bills. The result of the working of the new system is most creditable to Mr. O'Laughlin, and proves that the native public fully appreciate their relief from the oppressions and extortions which common peons once removed from the immediate supervision of their superior invariably practise. It is universally admitted that the tax has never been collected with so little oppression; it has never been collected so thoroughly or with as great ease as in the past year.

4. *Committee.*—The native members of the committee have generally taken a more lively interest in the administration of the municipality.

Out of eleven meetings held during the year the chairman attended ... 5 meetings.

Vice-Chairman	...	...	...	11	"
District Superintendent of Police	...	...	...	8	"
Dr. E. J. Gayer	...	...	...	4	"
Mr. E. Dalgleish	...	...	...	2	"
Dr. B. S. Booth	...	...	...	3	"
Baboo Gopal Chunder Dass	...	...	...	7	"
Syed Imdad Ali Khan	...	...	...	6	"
Baboo Kedarnath Banerjee	...	...	...	2	"
„ Mohesh Chunder Chatterjee	...	...	...	4	"
„ Kaliprosuno Ghuttuck	...	...	...	4	"
„ Woomes Chunder Roy	...	...	...	3	"
„ Wooma Churn Mojoomdar	...	...	...	0	"
„ Nundun Lall	...	...	...	3	"
„ Nuthoo Lall Chowdry	...	...	...	0	"
Rai Nunidpath Matha Bahadoor	...	...	...	0	"
Syed Mahomed Tukee Khan	...	...	...	4	"
Syed Mahomed Ashkuree Khan	...	...	...	2	"
Baboo Aujhodhia Dass	...	...	...	3	"
„ Aujhodhia Proshaud...	...	...	...	2	"
„ Mothoora Dass	...	...	...	1	"

The proceedings of the meetings are carried on in Urdu, instead of in English as formerly; each member is now able to understand the whole discussion which takes place on any subject, and to take his full part in the proceedings.

5. *WORKS DONE.—Road.*—One and a half mile of road has been remetalled; 5½ miles of metalled roads repaired; 20½ miles of kutchra road repaired; and 4½ miles of side roads constructed.

Bridge.—A wooden bridge on the road leading from Serryagung to Baloo Ghât has been built and an embankment raised, which it is hoped will make the road passible at all times of the year.

Embankment.—A retired bund is in course of construction to keep the river out of the lake at a point where the old Doudpore bund was half eaten away last rains.

Drains.—Seven new pukka drains have been built in the town, and others have been repaired.

Bullock Shed.—A new bullock shed roofed with galvanized corrugated iron has also been erected.

6. *Lighting.*—The main roads of the town were lighted in dark nights.

7. *Watering.*—Ten miles of metalled road were watered twice a day; 18 new iron water carts have been constructed.

Conservancy.—The night-soil of the town is collected by the mohulla or by private sweepers into ten depôts, from which it is removed at night in closed iron carts to a field outside the town, where it is buried. The roads are kept clean by municipal sweepers and carts. Five public privies were built, and others are in progress. Various tanks and wells were set apart for a supply of pure water for cooking purposes.

9. *Local improvement.*—Amongst other works, one tank was dug out and cleaned; and the banks of six other tanks repaired.

10. Mr. O'Laughlin still remains secretary and engineer of the municipality. He is most attentive to his duties, is an excellent supervisor, and possesses the full confidence of the commissioners:—

	Rs.	As.	P.
Outstanding balance of 1869-70	1,287	15	7
Struck off	274	14	6
Net outstanding balance of 1869-70	1,013	1	1
Demand of tax for 1870-71	12,297	0	0
Total demand	13,310	1	1
Collected in 1870-71	13,077	6	1
Balance outstanding	232	11	0

Municipal Improvement Fund under Act III of 1864 for the year 1870-71.

RECEIPTS.				Rs.	As.	P.
To balance brought from last account	...	...	...	7,343	10	7
„ amount collected on account of the rate $\frac{7}{8}$ per cent. upon the annual value of houses, buildings, and lands	...	...	...	13,077	6	1
„ amount collected on account of fines, &c., under Act III. of 1864	...	...	...	297	15	10
„ „ „ „ ferry collection	...	...	...	10,687	8	1
„ „ „ „ fines realized from the owners of impounded cattle in the pounds within the municipality...	...	...	...	433	12	3
„ „ „ „ Government serai	...	...	...	210	0	0
„ „ „ „ Government tanks	...	...	...	43	0	0
Miscellaneous	...	...	...	214	11	3
Total Rs.	...	...	...	32,306	0	1
DISBURSEMENTS.						
Charges incurred in the collection of the rate of $\frac{7}{8}$ per cent., upon the annual value of houses, buildings, and lands	...	...	...	445	7	10
Conservancy charges	...	...	...	3,787	1	3
Amount paid to the district treasury for the maintenance of police under section 34 of Act III. of 1864	...	...	...	6,631	11	0
Amount expended for repairs to the station metalled roads	...	...	...	3,290	15	4
Amount expended for repairs to the following roads, viz:—						
Mahomedpore road	...	...	...	130	6	9
Hajeeopore road	...	...	...	45	2	6
Russoolpore ghaut road	...	...	...	9	5	3
Durbhunga road	...	...	...	50	13	7
Shahpore road	...	...	...	25	14	6
Roosrah road	...	...	...	25	2	10
Meethunpoorah road	...	...	...	32	8	5
Berhampoorah road	...	...	...	16	0	10
Kulliance road	...	...	...	64	8	6
Hajeeopore cross road	...	...	...	155	0	0
Kunhawbe road	...	...	...	100	3	2
Islampore road	...	...	...	39	5	8
Chundwarah road	...	...	...	40	5	6
Serrgatgunge road	...	...	...	23	10	2
Cutcherry compound road	...	...	...	7	5	10
Wooden bridges	...	...	...	34	2	6
Constructing a retired bund at Daudpore	...	...	...	500	0	0
Salary of overseer	...	...	...	300	0	0
Salary of drivers and chupransees	...	...	...	240	0	0
Cost of feeding six bullocks	...	...	...	289	0	0
Repairs to the store godown	...	...	...	25	0	0
Constructing ten drains	...	...	...	200	0	0
Repairing cart shed	...	...	...	20	0	0
Repairing two bullock sheds	...	...	...	40	0	0
Road contingencies	...	...	...	515	12	5
Amount expended in watering the town roads	...	...	...	4,804	15	4
Amount in excavating and cleaning Government tanks	...	...	...	200	0	0
Amount in cleaning and repairing pucca serai	...	...	...	78	10	0
Amount in constructing and repairing cattle pounds	...	...	...	60	11	0
Amount in repairing the sluice gates	...	...	...	12	0	4
Amount in lighting the town roads	...	...	...	1,114	2	0
Amount in repairing the municipal clock and keeping it in order	...	...	...	104	0	0
Establishment of the office of municipal commissioners constituted under Act III (B. U.) of 1864	...	...	...	3,523	8	11
Pay of pound-keepers and vaccinator	...	...	...	258	0	0
Office contingencies and stationery	...	...	...	151	2	0
By purchase of implements	...	...	...	175	0	0
By purchase of a silver watch with engraving presented to Baboo Bujrunglebaharee Lall Pandey for taking care of the trees planted in the cutcherry compound	...	...	...	89	10	0
Total Rs.	...	...	...	27,722	11	5
Balance in hand on the 31st March 1871	...	...	...	4,585	4	8
Grand total	...	...	...	32,306	0	1

MOZUFFERPORE;
Municipal Commissioners' Office,
The 19th April 1871.

C. F. WORSLEY,
Offg. Magistrate and Chairman.

Memorandum by C. F. WORSLEY, Esq., Officiating Magistrate and Chairman of Tirhoot Magistracy,—(No. 19, dated Tirhoot, the 5th May 1871.)

COPY forwarded to the Commissioner of Patna for his information. The large arrear of collections speak very badly for the administration of the municipality, and the vice-chairman's serious attention will be called to the subject.

From E. H. RUDDOCK, Esq., Assistant Magistrate and Vice-Chairman of Durbhungah Municipality, to the Magistrate of Tirhoot,—(No. 7, dated Durbhungah Municipality, the 3rd May 1871.)

WITH reference to your letter No. 17, dated 26th April last, I have the honor to submit my yearly report about the Durbhungah Municipality for the year 1870-71.

Collections.—There were collected during the year under report Rs. 13,876-1-9, against Rs. 14,398-0-9 in the previous year. The amount outstanding is Rs. 2,356-6-0. This appears a larger sum than it really is, as a considerable sum will have to be struck off on account of tax-payers who have either died or left. The subject is now under inquiry.

Conservancy.—The town has been kept fairly clean during the year. It will be some time before Durbhungah can get rid of all its dirty holes; but as a proof to show there is improvement in the health of the town, which I take to arise from improved water and from the town being kept cleaner, I may state that the health of the town during the past year has been very good, and that during the cholera last year from May to July, considering its size and its crowded population, it suffered comparatively slightly; in fact, afforded a marked contrast to the excessive mortality of the previous year. The roads were repaired during the year, and there are very few parts of the town where, provided the width of the streets allows it, one cannot drive.

Improvement.—The Durbhungah Raj continues to make improvements in the way of tanks, wells, &c. The tank promised and continued by Baboo Chitar Narian Chowdhoory has been completed at a cost of Rs. 1,000.

The curtailment made in the police force from the beginning of year under report has not affected its efficiency, the force was however getting lazy, as there was for several months no assistant superintendent of police here; but since the visit of Captain Skinner on tour, and the posting of Mr. Assistant Superintendent Johnston, it has become much more energetic. The municipal commissioners have given me satisfaction during the year.

Durbhungah Municipal Improvement Fund under Act III. of 1864 for the year 1870-71.

RECEIPTS.						Amount			Total amount.		
						Rs.	As.	P.	Rs.	As.	P.
Balance in hand on the 31st March 1870	...	...	...	...	...	...	...	...	178	10	7
To amount collected on account of the rates per cent. upon the value of houses	...	...	...	...	...	12,393	9	6			
Fees under Act III of 1861	...	...	...	...	...	41	2	0			
Fines ditto	...	...	...	...	...	128	4	0			
Incomes of pound	...	...	...	...	...	293	2	3			
„ of Alabbe Ghât	...	...	...	...	...	1,020	0	0	13,876	1	9
Total Rs.	...	...	...	...	...	...	...	...	14,054	13	4

DISBURSEMENTS.						Amount.			Total amount.		
						Rs.	As.	P.	Rs.	As.	P.
Charges incurred in the collection of the rates per cent. upon the value of houses	...	...	...	...	...	1,266	15	0			
Conservancy charges	...	...	...	...	...	866	8	0			
Amount paid to the district treasury for the maintenance of police, section 34, Act III	...	...	...	...	...	7,663	1	0			
Road establishment—											
Salary of overseer and peons	...	...	...	...	...	504	0	0			
Repairs of following roads:—											
Kadirabad	...	...	...	...	...	7	0	0			
Moulvie Abdool Hye to Moonsiff's Court	...	...	...	...	...	35	0	0			
S. Ashgur Ally's house	...	...	...	...	...	7	0	0			
Hafiz Methoo to Ordu road	...	...	...	...	...	42	0	0			
Police station road	...	...	...	...	...	35	0	0			
Monhurrow Lall's road	...	...	...	...	...	45	0	0			
Kanayah Lall's to Shamsheer Gung	...	...	...	...	...	20	0	0			
Mirzapore to Katkibazar road	...	...	...	...	...	30	0	0			
Chintamani Lall's house to Raj Coomar Gung	...	...	...	...	...	35	0	0			
Shah Wayalat to Durbhungah station	...	...	...	...	...	3	0	0			
Fuhta Ally Gung road	...	...	...	...	...	35	0	0			
Moulviegunge road	...	...	...	...	...	150	0	0	10,741	8	0

						Rs.	As.	P.	Rs.	As.	P.
Domon Purdhan's house to Kally Tewari's house...	...	...	...	...	...	10	0	0			
Allinagur road	...	...	...	...	...	120	0	0			
Rabam Gung road	...	...	...	...	...	30	0	0			
" to Ordu Bazar	...	...	...	...	...	55	0	0			
Old Distillery to Kazi Ashruf Ally's house	...	...	...	...	...	25	0	0			
Loyfulla Gung road	...	...	...	...	...	20	0	0			
Tarry Bazar road	...	...	...	...	...	20	0	0			
Dila to Jamalpore road	...	...	...	...	...	50	0	0			
Bhatiary Serai road	...	...	...	...	...	30	0	0			
Mofti road	...	...	...	...	...	20	0	0			
Natho's house to Poshan house	...	...	...	...	...	45	0	0			
Mosharuf Gung road	...	...	...	...	...	60	0	0			
Baboo Dabce Purshaud Garden to Lanu Baboo's house	...	...	...	...	...	74	0	0			
Salary of coolies appointed in the time of rainy season	...	...	...	...	...	35	4	0			
Miscellaneous contingent	...	...	...	...	...	143	6	8			
Office establishment	...	...	...	...	...	928	0	0			
Vaccine Department	...	...	...	...	...	83	8	6	1,749	3	2
Total amount expended						.....			12,490	11	2
Balance in hand on the 31st March 1871						.....			1,564	1	2
Total Rs.						.....			14,054	12	4

DURBHUNGAH MUNICIPALITY,
The 18th April 1871.

E. H. RUDDOCK,
Assistant Magistrate and Vice-Chairman.

Statement showing Rainfall, Weather, and State and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 30th September 1871.

Number.	District.	Date of return from each district.	Rainfall at Standard Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
1	Bhaugulpore .	Sept. 29th	3.0	Favorable ..	The river has fallen a little. Aghany crops very good; no chance of Kulai on the dearahs.	The river began to fall on the 30th Sept. 1871.
2	Monghyr	.. 30th	3.7	Fair ...	Bhadoi mostly damaged. Kulai cannot be produced.	
3	Purneah	.. 16th	3.8	Rain and sun ..	Cold weather crops fair. Both the Bhadoi and Aghany crops have suffered, more or less, throughout the district.	
4	Rajmehal	.. 30th	0.7	Rain and sun ...	Favorable for the Aghany rice.	
5	Deoghur	.. 30th	1.0	Fair ..	Good, except low land rice.	
6	Nya Doomka.					* No rain gauge.
7	Godda	.. 30th	*	Very rainy ...	All crops suffering from rain.	
8	Pakour	.. 30th	1.8	Seasonable ..	No change.	
9	Jamtara	.. 29th	2.9	Fair ..	Satisfactory.	
10	Patna	.. 30th	13.1	Rainy and cloudy	Rice mostly damaged by floods and heavy rain.	
11	Gya	.. 30th	2.1	Seasonable ..	Good.	The river is stationary.
12	Chumparun	.. 23rd	4.2	Cool easterly winds.	Amun good; all other crops damaged by rain.	
13	Sarun	.. 30th	11.5	Very heavy rain; then fair.	Crops considerably damaged by heavy rain.	
14	Shahabad	.. 30th	5.8	Rainy ..	Rice has suffered both from rain and flood.	
15	Tirhoot.					
16	Rajshahye.					
17	Bogra	.. 22nd	4.1	Changeable .	Good, except where injured by inundation.	
18	Dinagepore	.. 23rd	1.0	Hot and then rainy.	Generally favorable.	
19	Maldah	.. 29th	7.8	Rainy ...	Amun good. The cold weather crops destroyed by a second rise of the Ganges.	
20	Moorshedabad	.. 30th	2.9	Wet ...	The floods have destroyed the Kulai again.	
21	Pubna.					Gorah falling, but Malabhangah, Bhagirathce & Jellinghee are rising. Cattle disease commencing.
22	Rungpore	.. 23rd	2.9	Unusually hot ..	Good.	
23	Burdwan	.. 30th	1.2	Fair ..	Generally good, except in the sudder sub-division, where rous is much damaged and amun a little. Sugar-cane not good.	
24	Bancoorah	.. 30th	1.5	Fine and hot. ...	Favorable.	
25	Berbhoom	.. 30th	1.7	Clear ..	Good.	
26	Hooghly	.. 23rd	0.2	Rain and sun ..	Amun very good where it has not been destroyed by the floods.	
27	Howrah	.. 30th	0.9	Favorable ...	Damage by submersion of the crops continues.	
28	Midnapore	.. 29th	0.8	Dry and good ...	Very good, except in the inundated parts (about 85 square miles.)	
29	Nuddea	.. 29th	3.6	Generally fine ...	Same as last week. Cold weather crops cannot be sown for the flood	
30	Jessore.					
31	24-Pergunnahs	.. 30th	1.5	Rain and sun ..	Good, except in Baraset and Sathkirah.	Floods subsiding
32	Dacca	.. 22nd	0.1	Seasonable ..	Most promising.	
33	Backergunge	.. 23rd	3.3	Sunny and rainy.	Favorable.	
34	Furreedpore	.. 30th	0.9	Dry and sunny .	Rice good. Sugar-cane much damaged.	
35	Mymensingh	.. 23rd	4.1	Fine, and then stormy.	Very good.	
36	Sylhet	.. 23rd	6.0	Very hot ..	Good.	
37	Cachar	.. 23rd	4.9	Cloudy and rainy	Very good.	

Number.	District.	Date of return from each district.	Rainfall at Standard Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
38	Chittagong ...	Sept. 22nd	3.8	Generally fine ...	Favorable on the whole.	
39	Noakhally or Bulloah	" 22nd	4.4	Rainy ...	Good.	
40	Tipperah ...	" 22nd	1.5	Occasional showers.	Good. Water has risen on the Megna side of the district: any further rise may affect the crops.	
41	Hill Tracts of Chittagong	" 16th	3.1	Rain and sun ...	Thriving.	
42	Cuttack ...	" 30th	2.6	Fair ...	Very good.	
43	Balasore ...	" 30th	2.5	Little rain ...	Excellent.	
44	Pooree ...	" 22nd	2.0	Hot and showery.	Crops in most places have suffered from scanty and late rain.	
45	Hazareebaugh ...	" 30th	1.2	Showery	Same as last week.	
46	Lohardugga ...	" 29th	3.7	Seasonable	Excellent.	
47	Maunbhoom ...	" 30th	2.1	Favorable	Improving.	
48	Singbhoom ...	" 23rd	1.3	Seasonable	Very favorable.	
49	Durrung.	"				
50	Nowgong ...	" 23rd	9.4	Rainy ...	Same as before.	
51	Sebsaugor ...	" 23rd	0.9	Warm, damp, and unhealthy.	Satisfactory.	
52	Kamroop ..	" 23rd	2.4	Rainy ..	Favorable.	
53	Luckimpore ..	" 16th	1.4	Dry and sultry..	Satisfactory.	
54	Khasi and Jynteah Hills.	" 22nd	1.1	Cloudy and rainy	Favorable.	
55	Naga Hills.	"				
56	Julpigoree ..	" 22nd	0.8	Sultry ..	Favorable.	
57	Gowalparah ...	" 16th	1.2	Rainy ..	Rain improving the crops.	
58	Garohills ..	" 23rd	2.1	Seasonable ..	Healthy.	
59	Darjeeling ..	" 23rd	1.2	Fair and healthy	Promising.	
60	Cooch Behar ...	" 23rd	0.8	Favorable ...	Fair.	

N. B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 3rd October 1871.

C. BERNARD,
Offg. Secy. to the Govt. of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

Divisions.	Stations.	Rainfall from 11th to 17th Sept. 1871.	Rainfall from 18th to 24th Sept. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	2.20	3.10	54.48	24th Sept. 1871.	
	{ Jail ...	2.47	2.90	48.40	ditto.	
	Falee Point ...	3.25	Not received	51.85	17th Sept. 1871.	
	Jajipore ...	3.07	1.91	83.53	24th Sept. 1871.	
	Kendraparah ...	1.40	1.30	41.20	ditto.	
	Jugutsingapore ...	2.10	3.10	47.93	ditto.	
	Sunmulpore ...	1.88	Not received	41.01	17th Sept. 1871.	
	Balasore ...	3.48	8.89	57.81	24th Sept. 1871.	
COHA NAGPORE.	Bhuddruck ...	2.49	1.23	51.03	ditto.	
	Poorce ...	2.26	6.70	52.06	ditto.	
	Khoordah ...	0.91	Not received	48.67	17th Sept. 1871.	
	Hazareebaugh ...	6.27	0.53	53.62	24th Sept. 1871.	
	Burhee ...	1.76	1.03	47.88	ditto.	
	Pachamba ...	3.25	2.30	55.39	ditto.	
	Ranchee ...	3.56	3.38	60.40	ditto.	
	Palumow ...	1.54	3.71	47.70	ditto.	
PATNA.	Patalia ...	3.62	2.42	60.74	ditto.	
	Gobindpore ...	0.95	1.94	52.72	ditto.	From 12th June.
	Chyebassa ...	5.66	3.26	55.62	ditto.	
	Patna ...	3.41	3.21	47.72	ditto.	
	Behar ...	2.66	2.07	51.89	ditto.	
	Barh ...	3.36	2.51	35.09	ditto.	
	Dinapore ...	2.31	2.55	40.33	ditto.	
	Gya ...	1.79	2.01	40.14	ditto.	
BHAGALPORE.	Sherghotty ...	2.98	0.58	43.26	ditto.	
	Nowadah ...	3.87	2.12	40.17	ditto.	
	Arungabad ...	2.00	1.05	37.85	ditto.	
	Chummarun ...	6.01	0.83	45.13	ditto.	
	Bettiah ...	5.05	0.35	48.03	ditto.	From 5th June.
	Chuprah ...	6.50	Nil	63.28	ditto.	
	Sewan ...	8.28	1.38	68.30	ditto.	
	Mozufferpore ...	5.90	2.30	55.40	ditto.	
RAJSHAHY.	Darbhanga ...	6.74	Not received	69.04	17th Sept. 1871.	
	Sectanuree ...	7.47	0.90	52.04	24th Sept. 1871.	
	Tapore ...	4.80	Not received	41.29	17th Sept. 1871.	Not recorded, 6th to 19th March.
	Mudhubani ...	2.30	0.63	50.17	24th Sept. 1871.	From 1st April.
	Hajipore ...	5.29	0.93	35.85	ditto.	From 22nd May.
	Airah ...	3.73	1.03	55.29	ditto.	
	Bazar ...	6.05	0.45	63.93	ditto.	
	Sasseram ...	0.13	2.17	40.95	ditto.	
BENGAL.	Bhubhoosh ...	3.36	0.87	55.21	ditto.	
	Benares ...	6.05	1.85	51.43	ditto.	
	Bhangulpore ...	1.73	2.92	30.19	ditto.	
	Mudhey poorah ...	4.20	3.50	51.83	ditto.	
	Banka ...	2.97	6.48	45.81	ditto.	From 14th August.
	Scoopool ...	3.55	2.86	25.27	ditto.	
	Monghur ...	2.79	3.18	55.39	ditto.	
	Jamone ...	1.96	2.24	46.32	ditto.	
BENGAL.	Begoesari ...	3.10	2.30	40.90	ditto.	
	Deoghur ...	2.39	3.34	56.18	ditto.	
	Jamtara ...	2.15	3.30	61.61	ditto.	From 13th February.
	Rajmehal ...	8.70	5.80	70.50	ditto.	From 12th February.
	Pakour ...	6.30	4.46	46.29	ditto.	From 21st May.
	Parneah ...	3.80	6.05	75.34	ditto.	
	Kishengunge ...	3.24	6.74	59.41	ditto.	
	Arraria ...	4.77	6.18	61.82	ditto.	
BENGAL.	Rampore Beaulash ...	4.14	4.76	70.87	ditto.	
	Nattore ...	4.27	Not received	78.35	17th Sept. 1871.	
	Bograh ...	6.11	4.67	86.77	24th Sept. 1871.	
	Dinapore ...	5.98	1.96	68.32	ditto.	
	Maldah ...	4.92	3.53	51.20	ditto.	
	Berhampore ...	3.10	7.42	65.76	ditto.	
	Jungipore ...	4.65	3.64	61.45	ditto.	
	Lalbagh ...	5.43	6.19	60.51	ditto.	From 16th January.
BENGAL.	Jamookandi ...	3.81	Not received	63.00	17th Sept. 1871.	From 17th April.
	Pubna ...	5.44	1.53	63.58	24th Sept. 1871.	
	Serajgunge ...	3.48	0.79	70.05	ditto.	
	Bungpore ...	4.80	3.80	61.60	ditto.	
	Bhowanigunge ...	5.85	1.51	63.16	ditto.	From 22nd January.
	Titalya ...	3.18	5.93	79.13	ditto.	
	Burdwan ...	1.85	1.06	62.51	ditto.	
	Cutwa ...	3.51	4.56	65.21	ditto.	
BENGAL.	Culina ...	3.11	1.91	62.43	ditto.	
	Bood-Bood ...	1.81	1.10	64.40	ditto.	
	Bancoorah ...	4.61	2.33	60.08	ditto.	
	Raneegunge ...	2.04	1.42	52.87	ditto.	
	Sooree ...	5.35	1.83	58.93	ditto.	
	Hooghly ...	1.40	1.20	72.19	ditto.	
	Serampore ...	1.98	1.31	51.15	ditto.	From 20th March.
	Jehanabad ...	1.02	3.32	63.58	ditto.	From 21st April.
BENGAL.	Howrah ...	2.84	0.87	86.93	ditto.	
	Misnapore ...	5.45	2.60	67.88	ditto.	
	Contai { Dy. Collr.'s Office ...	4.55	3.37	60.00	ditto.	
	{ Engr.'s Office ...	5.42	3.75	80.42	ditto.	
BENGAL.	Gurbetta ...	3.39	2.99	58.51	ditto.	From 6th February.
	Tumlook ...	4.39	1.80	61.46	ditto.	

DIVISION.	Stations.	Rainfall from 11th to 17th Sept. 1871.	Rainfall from 18th to 24th Sept. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnaghur ...	1.76	Not received	52.59	17th Sept. 1871.	
	Hougang ...	2.91	ditto	69.20	ditto.	
	Banaghat ...	1.99	ditto	52.63	ditto.	
	Meherpore ...	4.54	ditto	58.05	ditto.	
	Chooadangah ...	4.10	ditto	78.55	ditto.	
	Kooshtea ...	3.83	1.58	76.06	42th Sept. 1871.	
	Jessore ...	1.69	0.95	76.79	ditto.	
	Khoolnah ...	2.88	1.66	75.80	ditto.	From 16th February.
	Jenidah ...	3.65	0.50	82.96	ditto.	From 6th March.
	Nurail ...	2.39	1.37	57.40	ditto.	From 3rd April.
	Magorah ...	1.22	0.07	37.71	ditto.	ditto.
	Bagrhaat ...	4.77	1.00	75.52	ditto.	ditto.
	Saugor Island ...	6.50	4.80	89.70	ditto.	
	Calcutta ...	2.93	1.35	86.05	ditto.	
	Alipore { Jail ...	2.83	1.61	90.55	ditto.	
	{ Hospital ...	3.05	1.92	89.37	ditto.	
	Barrackpore ...	1.67	2.08	88.59	ditto.	
	Dum-Dum ...	1.74	2.27	63.38	ditto.	
	Baraset ...	1.09	0.79	64.01	ditto.	
	Satkerah ...	1.95	0.74	68.47	ditto.	
	Russeerhant ...	5.04	0.86	70.06	ditto.	
	Diamond Harbour ...	4.40	1.83	79.25	ditto.	
	Barrapore ...	3.58	3.14	83.05	ditto.	
DACCA.	Dacca { Telegraph Office ...	1.79	2.70	81.18	ditto.	
	{ Jail ...	2.50	3.50	77.10	ditto.	
	Burrisaul ...	1.90	3.00	82.49	ditto.	
	Dowlat Khan ...	6.99	5.71	98.62	ditto.	
	Parnepore ...	4.02	Not received	84.22	17th Sept. 1871.	
	Madaripore ...	2.97	0.80	72.03	24th Sept. 1871.	
	Furreeipore ...	2.77	1.14	86.71	ditto.	
	Goalundo ...	3.06	0.64	49.77	ditto.	From 5th June.
	Mymensing ...	3.49	Not received	97.30	17th Sept. 1871.	
	Jamalporo ...	1.32	6.53	74.82	24th Sept. 1871.	
	Atteah ...	2.15	Not received	91.44	17th Sept. 1871.	
	Kishoregunga ...	8.05	4.79	90.23	24th Sept. 1871.	
	Sylhet ...	5.57	5.80	122.48	ditto.	
	Cachar ...	2.04	Not received	78.07	17th Sept. 1871.	
CHITTAGONG.	Hylakandy ...	1.67	ditto	75.10	ditto.	Not received 10th to 23rd July
	Koyah ...	3.05	ditto	89.10	ditto.	Not received 31st July to 6th Aug. and 4th to 10th September.
	Chittagong { Telegraph Office ...	1.50	4.60	49.78	24th Sept. 1871.	
	{ Jail ...	1.57	5.15	98.58	ditto.	
	Cox's Bazar ...	6.25	Not received	152.22	17th Sept. 1871.	
	Rangamata Hill ...	1.82	ditto	85.29	ditto.	
COCHIN BEHAR.	Noakhally ...	7.40	7.86	115.27	24th Sept. 1871.	
	Tipperah ...	1.15	3.51	90.38	ditto.	
	Brahmanbariah ...	1.83	0.05	101.50	ditto.	
	Akyab ...	0.80	10.30	180.00	ditto.	
	Buxa ...	8.86	5.32	155.99	ditto.	
	Gowalparah ...	1.17	3.18	83.28	ditto.	
AMAR.	Dhoobree ...	Not received	Not received	54.96	10th Sept. 1871.	Not recorded 27th Feb. to 6th March.
	Tura (Garo Hills) ...	2.24	5.28	100.31	4th Sept. 1871.	
	Darjeeling { Telegraph Office ...	Not received	Not received	93.68	31st Aug. 1871.	
	{ Hospital ...	7.30	7.14	114.81	24th Sept. 1871.	
	Rungbee ...	Not received	Not received	117.04	31st July 1871.	
	Falacottah ...	ditto	ditto	40.97	6th Aug. 1871.	Discontinued since 6th August.
AMAR.	Julpigoree ...	2.04	5.15	90.02	24th Sept. 1871.	
	Boda ...	1.35	1.13	62.11	ditto.	
	Tesore ...	3.63	Not received	75.20	17th Sept. 1871.	
	Nowgong ...	5.27	0.50	114.90	24th Sept. 1871.	
	Mungledyo ...	0.32	Not received	60.96	17th Sept. 1871.	From 30th January.
	Burpettah ...	1.88	ditto	72.69	ditto.	
	Gowhaty ...	1.87	3.98	54.51	24th Sept. 1871.	
	Seesangor ...	0.18	Not received	105.33	17th Sept. 1871.	
	Jorehaut ...	0.42	ditto	82.26	ditto.	From 27th February.
	Golaghat ...	2.28	ditto	97.23	ditto.	
	Nazeerah ...	0.63	ditto	94.91	ditto.	
	Debrooghur ...	3.07	ditto	94.47	ditto.	
	Suddya ...	Not received	ditto	84.42	3rd Sept. 1871.	
	Shillong ...	3.01	ditto	61.92	17th Sept. 1871.	
	Cherrapoonjee ...	18.91	5.32	291.08	24th Sept. 1871.	From 18th February.
	Jamooie ...	2.53	Not received	100.26	17th Sept. 1871.	
	Samooogooding ...	1.40	ditto	46.33	ditto.	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 30th September 1871.

Meteorological Telegraphic Report for the period 24th to 30th September 1871.

STATION.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Sept. 24th	10	29.755	29.773	80.4	78.6	91	SSE	...	0.32	...	o
	16	29.706	29.724	82.0	79.8	91	SSE	...	0.04	...	o	
	25th	10	29.862	29.882	84.7	80.5	81	S by E	...	...	S	
	16	29.751	29.769	87.1	81.3	74	S	...	0.07	...	C, K	
	26th	10	29.855	29.853	84.4	80.6	85	SSE	...	...	C, K	
	16	29.745	29.703	87.1	81.2	78	S	...	0.16	...	C, K	
	27th	10	29.857	29.875	86.0	80.3	77	S	...	...	K	
	16	29.761	29.782	84.3	81.5	72	SSW	...	...	K		
	28th	10	29.884	29.903	85.6	80.7	79	SSW	...	...	K	
	16	29.749	29.707	89.1	81.5	69	S by W	...	...	K		
SAGOR ISLAND.	29th	10	29.861	29.879	86.2	80.3	75	S by W	...	...	C, K	
	16	29.743	29.761	87.4	82.5	79	S by W	...	...	C, K		
	30th	10	29.819	29.837	86.4	79.0	70	SSW	...	...	C	
	16	29.700	29.724	88.7	81.6	71	S	...	...	K, C		
	24th	10	29.755	29.761	89	80	91	S	11.2*	1.40	N	o, w
	16	29.705	29.711	81	81	87	S	...	16.0*	0.10	N	o, w
	25th	10	29.878	29.884	85	81	83	S	11.6*	0.20	N	b, p, v
	16	29.746	29.772	87	81	76	S	...	13.0*	...	N	b
	26th	10	29.855	29.811	83	80	87	S	9.5*	...	N	b
	16	29.756	29.702	87	82	79	SSW	...	9.7*	...	N	b
CHITTAGONG.	27th	10	29.865	29.871	84	81	79	S	5.4*	...	N	b
	16	29.786	29.792	87	80	73	S	...	9.9*	...	N	b
	28th	10	29.865	29.901	87	83	83	SSW	6.0*	...	N	b
	16	29.775	29.781	87	83	83	SSW	...	8.1*	...	N	b
	29th	10	29.873	29.879	87	83	83	SSW	3.0*	...	N	b, m
	16	29.761	29.767	80	81	83	SSW	...	6.6*	...	N	u
	30th	10	29.830	29.832	87	83	83	WSW	10.3*	...	N	u
	16	29.734	29.740	88	82	76	SW	12.1*	...	N	b	
	24th	10	29.812	29.822	85	78	71	SE	3.0*	...	K, CK	b
	16	29.751	29.801	85	79	75	SW	10.7*	...	K	b	
MADRAS.	25th	10	29.832	29.811	87	80	72	Calm	3.5*	...	K	b
	16	29.875	29.784	80	80	75	SSE	5.4*	...	C	b	
	26th	10	29.783	29.803	87	81	76	Calm	2.8*	...	CK, C	b
	16	29.695	29.814	87	80	72	W	5.1*	...	...	b, t	
	27th	10	29.767	29.807	86	81	79	Calm	3.0*	...	K, CK	b
	16	29.715	29.825	85	80	79	Calm	3.3*	...	K, K, C	b	
	28th	10	29.830	29.850	85	80	79	Calm	2.7*	...	K, KS	b
	16	29.713	29.823	87	80	72	W	4.6*	...	CS	b	
	29th	10	29.829	29.840	85	79	75	Calm	7.4*	...	K, KS	b
	16	29.693	29.803	88	81	73	WSW	11.3*	...	C	b	
CUTTACK.	23rd	10	29.805	29.845	85	73	54	SSR	13*	...	...	be
	16	29.669	29.809	94	74	37	SE	10*	...	...	...	be
	24th	10	29.846	29.866	87	73	48	SSE	14*	...	...	b
	16	29.747	29.737	88	78	62	E	12*	...	...	...	be
	25th	10	29.866	29.893	84	78	55	S by W	11*	0.04	...	be
	16	29.720	29.759	87	77	61	ESE	0*	...	...	...	be
	26th	10	29.859	29.889	89	77	56	SSR	8*	...	...	be
	16	29.705	29.735	83	79	84	S by S	4*	0.06	...	...	be
	27th	10	29.846	29.878	81	76	78	ESE	1.3*	2.38	...	be
	16	29.739	29.769	85	78	71	ESE	8*	...	...	...	be
AKAR.	28th	10	29.870	29.900	84	77	71	S by E	5*	...	...	be
	16	29.737	29.767	86	78	71	NNW	5*	...	...	...	be
	29th	10	29.849	29.910	83	78	73	S by E	5*	1.91	...	be
	16	29.756	29.786	83	77	75	NNW	8*	...	...	...	be
	30th	10	29.850	29.880	84	75	34	ENE	4*	...	...	be
	16	29.718	29.748	84	78	75	SW	9*	...	...	...	be
	23rd	10	29.565	29.647	83	79	83	NNR	0.5*	0.10	N, KS	r
	16	29.458	29.511	81	79	91	N	0.8*	...	...	N	d
	24th	10	29.677	29.700	82	79	87	SW	0.6*	1.80	N	d, r, w
	16	29.603	29.685	83	78	78	SSW	0.2*	...	...	N	d
AKAR.	25th	10	29.784	29.840	84	80	83	SSW	0.3*	0.10	N	w, d
	16	29.689	29.751	85	71	75	SSE	0.7*	...	...	N	cloudy
	26th	10	29.771	29.853	85	78	71	SSW	0.2*	...	KS	
	16	29.670	29.758	80	79	72	S	0.7*	...	...	KS, N	
	27th	10	29.781	29.881	84	79	70	SE	0.2*	...	N	d, w
	16	29.670	29.758	86	80	75	SE	0.5*	...	...	KS, N	cloudy
	28th	10	29.797	29.879	86	80	75	S	0.1*	...	K, C	fair
	16	29.689	29.781	84	80	83	SE	0.5*	...	...	KS, N, C	
	29th	10	29.830	29.912	86	81	79	WSW	0.1*	...	KS, C, N	
	16	29.699	29.781	81	79	70	WSW	0.2*	...	N	w	
AKAR.	30th	10	29.778	29.860	87	79	68	S	0.1*	...	C, KS	fair
	16	29.651	29.732	90	80	63	SSE	0.4*	...	...	C, KS	fair
	24th	10	29.911	29.926	84	79	79	SE	2	...	C, CS, K, KS	b
	16	29.811	29.826	84	79	79	SSW	2	...	...	CS, K	b
	25th	10	29.896	29.911	79	76	86	ESE	1	...	C, CS, K	b
	16	29.750	29.765	86	80	79	NW	2	...	...	CS, K	b
	26th	10	29.851	29.866	84	81	87	E	1	...	CS, K	b
	16	29.745	29.760	87	82	79	WSW	1	...	...	CS, K	b
	27th	10	29.874	29.889	83	80	87	SW	2	...	CS, K	b
	16	29.774	29.789	87	81	78	SW	2	...	...	CS, K	b
AKAR.	28th	10	29.894	29.909	83	79	83	E	1	...	K, CS, CK	b
	16	29.777	29.792	86	80	75	SW	1	...	...	CS, K	b
	29th	10	29.897	29.912	78	76	60	W	1	1.50	K, KS	r, t
	16	29.783	29.798	77	74	86	ESE	1	0.20	...	K, CK	g

* Velocity of wind in miles per hour.

CALCUTTA,
The 30th September 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

**Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,
DURING THE HALF MONTH 16TH TO 31ST AUGUST 1871.**

N.B.—The Barometric data are reduced for temperatures, and not for height above sea-level.

STATIONS.	BAROMETER.										THERMOMETER.										HUMIDITY.				RAINFALL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
	Height above sea-level.	MEAN OF					Range.	SOLAR RADIATION.					Mean of max.	Mean daily range.	Mean of min.	MEAN OF					Highest Max.	Absolute range.	Lower Min.	MEAN OF				In inches.	No. of days.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
		Mean.	4 hours.	10 hours.	16 hours.	24 hours.		Max.	Day.	Min.	Mean.	4 hours.				10 hours.	16 hours.	24 hours.	Day.	Mean.				4 hours.	10 hours.	16 hours.	24 hours.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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Port Blair	110	29.761	29.815	29.708	29.730	29.730	1.07	20th	131.3	23rd	102.0	88.1	3.5	81.6	80.5	82.1	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.8	85.

Mean Pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Direction.

STATIONS.	Mean barometric pressure reduced to sea-level.	Mean temperature reduced to sea-level.	WIND.	
			Proportional prevalence, Max.=100.	Mean direction.
Port Blair	...	Not received.		
Madras	29 788	80.4	30	S 14° W
Vizagapatam	29 735	80.8	39	S 61° W
Akyau	29 783	81.1	50	S
False Point	29 752	85.4	61	S 51° W
Cuttack	29 735	83.0	62	S 34° W
Saugor Island	29 701	84.8	71	S 16° W
Chittagong	29 781	80.5	55	S 36° E
Calcutta	29 088	83.1	88	S 26° W
Jessore	29 085	82.4	41	S
Dacca	29 709	82.3	76	S 1° E
Cachar	29 731	80.5	23	N 47° E
Hazarcebaugh	29 684	82.0	47	S 61° W
Berhampore	29 680	84.0	15	N 36° E
Gya	.....	83.1	43	S 40° W
Patna	29 664	81.5	20	S 7° E
Monghyr	29 656	82.3	35	S 33° W
Darjeeling	29 085	82.0	33	S 28° E
Gowalparah	29 074	80.6	35	S 46° E
Shillong	29 088	82.1	20	S 44° W
Benares	29 672	82.7	55	S 60° W
Roorkee	29 621	85.6	9	S
Shillong (1st—15th August)	29 685	93.7	3	N 78° E

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17 on the preceding page by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous table.

CALCUTTA,
The 30th September 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 22nd to 30th September 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			In	Miles.	In.		
Sept.	22nd	29.655	88.0	79.5	144.0	82.1	80.0	78.5	0.89	S E	...	104.0	0.25	...	Cirri and overcast. Thunder at 1½, 2½, and 3 P.M. Slight rain at 10 A.M., and from 1½ to 7 P.M.
	23rd	649	82.6	79.5	114.0	80.5	79.1	78.1	.93	E S E, S E, & S S E	...	125.7	0.20	...	Stratoni and overcast. Lightning on N. at midnight and 1 A.M. Slight rain after intervals.
	24th	726	83.8	79.1	...	80.4	79.2	78.4	.94	S S E & S E	...	223.8	0.36	...	Overcast and stratoni. Slight rain from 1 to 3, at 8½, 9, 10½ A.M. and 1 P.M.
	25th	806	87.9	78.5	140.2	82.8	79.9	77.9	.86	S S E & S	...	167.4	0.07	...	Clear, cirri and cumuli. Slight rain at 12½ A.M.
	26th	790	87.8	78.5	147.0	82.5	79.7	77.7	.86	S & S by W	...	134.6	0.16	...	Chiefly cirri. Rain at 12½ A.M.
	27th	809	88.7	78.7	148.8	83.4	79.6	76.9	.81	S by W & S S W	...	97.4	...	...	Cirri and cumuli.
	28th	812	89.5	79.5	147.0	84.2	80.1	77.2	.80	S S W, S by W & S	...	99.6	...	...	Cirri and cumuli.
	29th	805	87.4	79.6	149.2	83.3	80.2	78.0	.85	S & S by W	...	106.1	...	○	Cirri and clear.
	30th	762	89.8	80.0	147.0	84.3	80.2	77.3	.80	S by W & S S W	...	134.3	...	...	Cirri and cirrostrati. Lightning from 6½ to 8 P.M.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past nine days	...	11.3
The max. temperature during the past nine days	...	89.8
The max. temperature during the corresponding period of the past year	...	90.4
The mean humidity during the past nine days	...	0.86
The mean humidity during the corresponding period of the past year	...	0.85
		Inches.
The total fall of rain from 22nd to 30th	... { by lower rain gauge	... 1.04
	... { by anemometer gauge	... 0.91
Ditto ditto average of seventeen previous years	...	2.59
Ditto between the 1st January and the 30th September	...	86.28
Ditto ditto ditto ditto, average of seventeen previous years	...	62.66

Calcutta,
The 2nd October 1871.

GOPEENATH SEN,
In charge of the Observatory.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 16th September 1871, on 1,280 miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.										
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.													
		Rs.	As.	P.	£	s.	d.	Mds.	Srs.	Rs.	As.	P.	£	s.	d.	£	s.	d.	
Total traffic for the week	87,989	95,981	4	4	8,796	9	0	455,205	10	2,58,474	3	3	23,093	0	5	32,489	18	5	
Or per mile of railway		7	15	6		6	17	5		201	14	11		18	10	3	25	7	8
For previous 10 weeks of half-year	867,819	10,05,628	7	6	92,182	12	2	4,061,176	0	23,21,002	8	0	212,759	11	3	304,941	3	5	
Total for 11 weeks	955,808	11,01,589	11	10	100,979	1	2	4,456,381	10	25,79,476	11	3	236,452	0	8	337,431	1	10	
COMPARISON.																			
Total for corresponding week of previous year	83,007	1,06,285	4	10	9,742	16	5	479,293	30	3,04,620	6	11	33,424	1	9	43,166	18	2	
Per mile of railway corresponding week of previous year	.....	93	14	11	8	12	2	...	...	322	4	0	29	10	10	38	3	0
Total to corresponding date of previous year	982,518½	12,43,221	15	8	113,902	0	4	5,323,167	20	37,54,563	15	5	344,108	7	3	458,130	7	7	

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 16th September 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,377	7,427 2 11	680 18 6	37,348 0	10,540 6 6	960 4 1	1,647 0 7
Or per mile of railway ...		33 4 11	3 1 1		47 1 3	4 6 8	7 7 9
For previous 10 weeks of half-year...	34,764½	83,397 5 10	7,614 15 2	356,192 0	87,465 15 0	8,012 4 3	15,656 19 5
Total for 11 weeks ...	38,131½	90,824 8 9	8,325 11 8	393,440 0	97,946 5 6	8,978 8 4	17,304 0 0
COMPARISON.							
Total for corresponding week of previous year	2,900	7,033 15 9	727 5 8	16,904 10	4,637 8 0	424 3 9	1,151 9 5
Per mile of railway corresponding week of previous year	.....	35 9 3	3 5 3	.....	20 12 0	1 18 0	5 3 3
Total to corresponding date of previous year	36,188½	93,251 6 6	8,548 0 11	184,904 0	57,616 7 2	5,284 5 2	13,932 6 1

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 16th September 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	17,335	8,046 1 3	737 11 1	10,003 35	1,475 2 9	135 4 5	872 15 6
Or per mile of railway ...	110	51 6 7	4 14 3	32 0	9 6 10	0 17 3	5 11 6
For previous 11 weeks of half-year	265,465½	1,37,585 10 10	12,612 0 5	1,123,529 21½	4,14,033 15 11	37,953 2 3	50,565 2 8
Total for 12 weeks ...	282,700½	1,45,631 12 1	13,349 11 6	1,133,532 16½	4,15,509 2 4	38,093 6 8	51,437 18 2
COMPARISON.							
Total for corresponding week of previous year	21,161	11,486 9 9	1,052 18 10	1,15,046 25	31,109 6 2	2,857 3 10	3,916 2 8
Per mile of railway corresponding week of previous year	187	161 6 10	9 5 11	1,016 0	276 3 7	25 4 7	34 10 6
Total to corresponding date of previous year	285,186½	1,34,159 13 2	12,297 19 10	1,197,280 24	2,47,132 6 3	22,653 16 1	34,951 15 11

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 16th September 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,378½	509 7 3	50 18 11	7,248 0	242 4 6	24 4 7	75 3 6
Or per mile of railway ...	121	18 3 1	1 10 5	259 0	8 10 5	0 17 3	2 13 8
For previous 24 weeks of half-year	141,835	25,718 9 0	2,571 17 1	240,375 10	7,173 10 0	717 7 3	3,289 4 4
Total for 25 weeks ...	145,213½	26,328 0 3	2,622 16 0	247,623 10	7,415 14 6	741 11 10	3,364 7 10
COMPARISON.							
Total for corresponding week of previous year	4,265	759 8 6	75 19 1	8,378 0	556 0 0	55 12 0	131 11 1
Per mile of railway corresponding week of previous year	152	27 2 0	2 14 3	299 0	19 13 9	1 19 9	4 14 0
Total to corresponding date of previous year	151,899½	22,616 10 6	2,261 13 4	243,969 34	8,648 18 3	864 17 6	3,126 11 0

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for Week ended 23rd September 1871, on 1,280 miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.			Total Traffic Receipts.
	Number of Passengers.	Coaching Receipts.		Weight carried.	Receipts.		
		Rs. As. P.	£ s. d.		Rs. As. P.	£ s. d.	
Total Traffic for the week ...	106,092	1,23,817 1 9	11,340 18 1	402,917 30	2,46,497 12 0	22,870 12 6	34,230 10 1
Or per mile of Railway ...		96 11 8	8 17 4		194 14 9	17 17 4	26 1 3
For previous 11 weeks of half-year	955,808	11,01,589 11 10	100,979 1 2	4,450,381 10	25,79,476 11 3	236,453 0 8	337,431 1 10
Total for 12 weeks ..	1,062,500	12,23,400 13 7	112,328 19 3	4,859,290 0	26,26,974 7 3	250,323 13 2	371,651 12 5
COMPARISON.							
Total for corresponding week of previous year ..	88,357	1,14,824 5 0	10,525 11 3	472,852 10	3,24,756 13 0	29,769 7 6	46,294 18 9
Per mile of Railway corresponding week of previous year ..		101 7 8	9 0 1	.....	287 0 3	26 6 2	35 12 3
Total to corresponding date of previous year ..	1,070,875	13,59,046 4 8	124,487 11 7	5,796,010 30	40,79,320 12 5	373,937 14 9	496,435 6 4

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for Week ended 23rd September 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs	Rs. As. P.	£ s. d.	£ s. d.
Total Traffic for the week ...	3,579	8,586 10 11	787 2 3	27,394 30	9,772 3 0	895 15 8	1,082 17 11
Or per mile of Railway	38 8 1	38 8 1	3 10 7	.....	43 13 2	4 0 4	7 10 11
For previous 11 weeks of half-year	38,131	90,824 8 9	8,325 11 8	383,440 0	97,943 5 6	8,978 8 4	17,304 0 0
Total for 12 weeks ...	41,710	99,411 3 8	9,112 13 11	420,834 30	1,07,718 8 6	9,874 4 0	18,986 17 11
COMPARISON.							
Total for corresponding week of previous year	2,739	7,501 3 11	687 12 3	10,409 10	3,713 6 6	340 7 11	1,028 0 2
Per mile of Railway corresponding week of previous year	..	33 10 3	3 1 8	.....	16 10 5	1 10 6	4 12 2
Total to corresponding date of previous year	38,928	1,00,752 10 5	9,235 13 2	200,413 10	61,359 13 8	5,624 13 1	14,360 6 3

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for Week ended 23rd September 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs	Rs. As. P.	£ s. d.	£ s. d.
Total Traffic for the week ...	26,057	13,595 8 8	1,240 5 2	4,288 27	450 6 10	41 5 9	1,287 10 11
Or per mile of Railway	170	86 13 11	7 19 3	27 0	2 14 1	0 5 3	8 4 6
For previous 13 weeks of half-year	232,700	1,45,631 12 1	13,340 11 6	1,133,532 18	4,15,509 2 4	38,068 6 8	51,437 18 2
Total for 13 weeks ...	309,337	1,59,227 4 7	14,585 16 8	1,137,821 3	4,15,959 9 2	38,120 12 5	52,725 9 1
COMPARISON.							
Total for corresponding week of previous year	31,492	13,737 0 6	1,230 4 7	157,824 4	37,640 4 2	3,450 7 2	4,700 11 9
Per mile of Railway corresponding week of previous year	278	121 4 9	11 2 5	1,372 0	332 5 10	30 0 4	41 11 9
Total to corresponding date of previous year	296,079	1,47,806 13 8	13,557 4 5	1,355,104 28	2,84,772 10 5	26,104 3 3	39,061 7 9

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for Week ended 23rd September 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs	Rs. As. P.	£ s. d.	£ s. d.
Total Traffic for the week ...	3,859	615 5 0	61 10 9	8,734 0	253 14 9	25 7 9	86 18 6
Or per mile of Railway	138	21 15 7	2 3 11	311 37	9 1 1	0 15 1	5 2 0
For previous 25 weeks of half-year	145,213	26,228 0 3	2,622 10 0	247,623 10	7,415 14 6	741 11 10	3,264 7 10
Total for 26 weeks ...	149,072	26,843 6 0	2,684 6 9	256,357 10	7,669 13 3	766 19 7	3,451 6 4
COMPARISON.							
Total for corresponding week of previous year	4,451	810 8 0	81 1 0	9,738 5	303 4 0	30 4 6	111 5 6
Per mile of Railway corresponding week of previous year	159	28 15 2	2 17 11	348 0	10 12 9	1 1 7	3 19 6
Total to corresponding date of previous year	136,349	23,437 2 6	2,342 14 4	253,707 30	8,951 1 3	895 2 3	3,237 16 6



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, OCTOBER 11, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Beercool as a seaside resort during the months of April, May, and June.

NOTE BY THE OFFICIATING CHIEF ENGINEER OF BENGAL.

THE right bank of the lower reach of the Hooghly is low, wet, and unhealthy, down to about the point where the Russulpore river enters. There the alluvial coast is covered by a belt of sand hills, and this formation continues along the rest of the right bank of the river Hooghly, and along the northwestern coast of the Bay of Bengal for several miles.

These sand hills and ridges lie scattered for about twenty-four miles along the coast. They form an irregular line on the inland side, part of the range extending some miles from the sea, while on other spots there is a mere ridge of hills close to the coast. The heights of the hills vary from a few feet to thirty or forty, and the area of the high ground is enough to afford building sites for a considerable number of bungalows.

The ground is the property of zemindars, and it is easily procurable for building purposes at a low rent of, say, one rupee per acre per annum.

The cost of building is moderate, about 30 per cent. less than the Calcutta rates; thatching grass being abundant and cheap.

Beercool may be taken as the centre of the best sites; it is close to the coast, accessible from the sea, and generally well situated. There is a Government bungalow on one of the sites which has been frequently occupied; some experience has thus been gained as to the healthiness and other features of the place. Fresh water is procurable by digging in the sand some ten or fifteen feet deep: but the water takes a season to become quite good. Food is not procurable on the spot; rice, fowl, fish, sheep, and eggs can be had in the villages of the district: but good meat and all articles at all approaching to luxuries must be brought from Calcutta, Midnapore, or Balasore.

There is good riding and walking ground along the sea beach, the bathing is excellent,—a flat sandy shore, and there is some small game shooting. The temperature in the months of April, May, and June is 5° below that of Calcutta. The breeze is generally S.W., and considered healthy during these months; but when the rains set in fever becomes prevalent.

There are several routes from Calcutta to Beercool; three only need be noticed.

The best is from Calcutta down the Hooghly and along the coast to a creek near Beercool, where a small landing stage could be put up, and a narrow road made from the stage to the hill. The stage and road would cost about five thousand rupees. A small steamer can run from Calcutta to Beercool during fine weather in twelve or thirteen hours.

A second route is from Calcutta by steamer, to Boga on the Russulpore river, and thence by road to Beercool, the time required for the whole journey being, steamer eight hours, palkey dāk about eight hours more.

There is a third route which may be taken by those who may not wish to go by water, viz.: from Calcutta to Diamond Harbour by road, across the river from Diamond Harbour to Cookrahattee, and by road from there to Beercool.

This route will occupy at least twenty-four hours' time. The road too is difficult from Cookrahattee onwards, and palkey bearers very scarce.

If a sufficient number of applications for bungalow sites were secured, Government would probably undertake the cost of building the small jetty and making the road thence to the bungalows. And, most likely, the small steamer running to Orissa would call at Beercool or Boga, while the bungalows would be occupied.

This note is published with the object of giving the public all the information available on a subject which may be interesting to them.

The 21st September 1871.

Statement showing Rainfall, Weather and State and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 7th October 1871.

Number.	District.	Date of return from each district.	Rainfall at Sud-der Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
1	Bhaugulpore	Oct. 7th	Nil.	Favorable	Good, except in the Kishengunge Division.	River rapidly going down.
2	Monghyr	" 7th	Nil.	Bright, with light West wind.	Rice partially damaged. The cold weather crops excellent.	
3	Purneah.	" 7th	Nil.	Fair and warm	No change.	
4	Rajmehal	" 7th	10	Fair	Good, but rain will soon be wanted for high land crops.	No rain gauge. Cattle disease prevailing throughout.
5	Deoghur	" 7th	10	Fair	Low land rice damaged; other crops fair.	
6	Nya Doomka	Sept. 30th	1.8	Fine	Favorable, except where injured by rain.	
7	Godda	Oct. 7th	*	Dry	Favorable.	
8	Pakour	" 7th	Nil.	Clear. Cold weather setting in.	Satisfactory.	
9	Jamtara	" 6th	Nil.	Fine and very seasonable.	Ten anna crop expected; flood fast subsiding.	
10	Patna	" 7th	Nil.	Dry, but favorable	Rice pretty good; other crops much damaged by floods.	
11	Gya.	Sept 30th	15.3	Rainy, and then fair.	Rice greatly injured by rain. Cold weather crops good.	
12	Chumparun	" 7th	Nil.	Fair and bright...	Rice promises well where not injured by floods.	
13	Sarun	Sept. 30th	22.2	Stormy and heavy fall of rain.	Heavy damage caused by the unprecedented fall of rain.	
14	Shahabad	" 28th	4.6	Rainy and warm.	Ous reaped. Amun in low lands has suffered and may suffer more, as the water is gradually rising again.	
15	Tirhoot					
16	Rajshahye					

Number.	District.	Date of return from each district.	Rainfall at Sud-der Station, in inches.	Character of the weather in the district, as far as known.	State and Prospects of the Crops at date.	REMARKS.
17	Bogra	Sept 20th	2.9	Changeable	Favorable for the most part.	
18	Dinagepore	30th	3.5	Cloudy and rainy	Favorable.	
19	Maldah	Oct. 5th	0.1	Hot and sultry	Amun good; but cold weather crop sown has been destroyed by a second rise of the Ganges.	Inundation subsiding.
20	Moorshedabad	7th	*	Fair	The crops that have escaped destruction by floods and rain are good. The river is falling.	Not received.
21	Pubna	Sept. 30th	1.3	Seasonable	Promising	
22	Rungpore	30th	3.6	Rain and sun	Good.	The rivers are rising again.
23	Burdwan	Oct. 7th	0.3	Fair	Favorable.	
24	Bancoorah.					
25	Beerbhoom	7th	0.2	Very fine	Very good.	
26	Hooghly	7th	0.2	Clear	Very good, except where destroyed by floods.	
27	Howrah	7th	0.1	Favorable	Water subsiding. Crops on inundated parts not much injured.	
28	Midnapore	6th	Nil.	Hot and dry	Good, except in the inundated parts (about 85 square miles)	
29	Nuddoa	7th	0.5	Fair	Kulai destroyed. Cold weather crops not good.	
30	Jessore	7th	0.8	Fresh air, but intensely hot.	Crops much damaged; the floods subsiding.	
31	24-Pergunnahs	7th	Nil.	Fair	Good, except in Satkhirah and on both sides of the Ichamutty.	
32	Dacca	Sept. 29th	3.1	Fair and dry	Most promising.	
33	Backorgungo	30th	2.2	Sunny	Favorable.	Floods subsiding.
34	Furzedpore	Oct. 7th	0.1	Fair, but hot and close.	Rice good. Sugar-cane, the principal crop of the district, is damaged.	Rivers falling rapidly.
35	Mymensingh	Sept. 30th	1.0	Fine, and then rainy.	Rice most promising.	
36	Sylhet	30th	3.9	Cool	Good.	
37	Cachar	30th	1.5	Fair	Excellent.	
38	Chittagong	29th	1.4	Hot and fine	Generally favorable. The insects have disappeared.	
39	Noakhally or Bulloah	29th	4.4	Hot and sultry	Good.	
40	Tipperah	29th	2.1	Occasional showers.	Good.	
41	Hill Tracts of Chittagong.					
42	Cuttack.					
43	Balasore	Oct. 7th	0.2	Very warm	Good; a little more rain is still needed for the rice crop.	
44	Poorce	Sept. 29th	6.2	Rainy and hot	Generally good.	Cholera has made its appearance at Birksoripur
45	Hazareebaugh	Oct. 7th	Nil.	Favorable	Favorable.	
46	Lohardugga.					
47	Maunbhoom	7th	Nil.	Fair	High land rice suffering from want of rain.	
48	Singbhoom	Sept. 30th	3.8	Seasonable	Very favorable.	
49	Durrung	25th	0.1	Hot	Crops late, but looking well.	Water subsided.
50	Nowgong	30th	3.4	Very sultry and unhealthy.	Favorable.	
51	Seebaugor	30th	3.1	Damp, unsettled, and unhealthy.	Favorable.	
52	Kamroop	30th	1.7	Rainy	Favorable.	
53	Luckimpore	23rd	2.0	Seasonable	Satisfactory.	
54	Khasi and Jynteah Hills	29th	1.0	Cloudy and rainy	Favorable.	
55	Naga Hills.					
56	Julpigoree	30th	5.2	Wet and cloudy	Favorable.	
57	Gowalparah	30th	5.1	Wet and rainy	Good.	
58	Garo Hills	3rd	0.5	Rainy	Good.	
59	Darjeeling	3th	7.3	Seasonable and healthy.	Favorable on the hills: on the terai partially damaged.	Measles have appeared, but not with serious results.
60	Cooch Behar	30th	7.4	Favorable	Good.	

N. B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM:
The 10th October 1871.C. BERNARD,
Offg. Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

Divisions.	Stations.	Rainfall from 18th to 24th Sept. 1871.	Rainfall from 25th Sept. to 10th Oct. 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	3.10	0.60	55.08	1st Oct. 1871.	
	{ Jail ...	2.90	1.13	49.53	ditto.	
	False Point ...	1.40	Not received	58.75	24th Sept. 1871.	
	Jajipore ...	1.91	0.19	83.72	1st Oct. 1871.	
	Kendraparah ...	1.80	0.10	41.80	ditto.	
	Jugatsingapore ...	3.10	Nil	47.03	ditto.	
	Simbulpore ...	0.75	Not received	41.76	24th Sept. 1871.	
	Balasore ...	6.89	1.60	69.11	1st Oct. 1871.	
CUTTACK.	Bhuddruck ...	1.23	0.37	52.00	ditto.	
	Pooree ...	0.70	0.96	53.92	ditto.	
	Khoordah ...	2.40	1.84	62.97	ditto.	
	Hazareebaugh ...	0.53	0.78	51.10	ditto.	
	Burhee ...	1.62	1.14	49.03	ditto.	
	Pachamba ...	2.39	1.81	57.23	ditto.	
	Ranchee ...	3.38	0.73	61.13	ditto.	
	Palamow ...	3.71	3.86	51.56	ditto.	
CUTTACK.	Purulia ...	2.42	0.26	61.00	ditto.	
	Gobindpore ...	1.94	0.31	53.03	ditto.	From 12th June.
	Chyebassa ...	3.26	0.38	50.00	ditto.	
	Patna ...	3.31	11.10	58.82	ditto.	
	Behar ...	2.07	2.33	51.22	ditto.	
	Barh ...	2.54	Not received	35.09	24th Sept. 1871.	
	Dinapore ...	2.55	11.44	67.77	1st Oct. 1871.	
	Gya ...	2.01	1.79	47.93	ditto.	
CUTTACK.	Sherghotty ...	0.58	2.91	48.17	ditto.	
	Nowadah ...	2.12	4.73	53.90	ditto.	
	Arungabad ...	1.05	1.48	39.33	ditto.	
	Chumpanua ...	0.93	14.40	69.53	ditto.	
	Bettiah ...	0.35	13.30	61.91	ditto.	From 5th June.
	Chuprah ...	Nil	11.54	74.82	ditto.	
	Sewan ...	1.38	15.22	83.01	ditto.	
	Mozufferpore ...	2.30	20.20	70.29	ditto.	
CUTTACK.	Durbhangah ...	0.80	7.70	77.51	ditto.	
	Seetainaree ...	0.90	11.25	63.89	ditto.	
	Tajpore ...	0.42	8.27	52.98	ditto.	Not recorded, 6th to 19th March.
	Mudhubani ...	0.03	10.12	60.29	ditto.	From 1st April.
	Hajipore ...	0.03	14.40	50.25	ditto.	From 22nd May.
	Arrah ...	1.03	5.15	60.11	ditto.	
	Buxar ...	0.45	8.25	72.18	ditto.	
	Sasseram ...	2.17	5.60	52.55	ditto.	
CUTTACK.	Bhubhoobah ...	0.87	2.16	61.37	ditto.	
	Benares ...	1.65	3.70	55.13	ditto.	
CUTTACK.	Bhaugulpore ...	2.02	1.43	37.02	ditto.	
	Mudheypoorah ...	3.50	4.30	50.13	ditto.	
	Banka ...	6.48	2.22	48.03	ditto.	
	Sobpool ...	2.86	5.70	30.97	ditto.	From 14th August.
	Moughyr ...	3.18	2.15	57.51	ditto.	
	Jamooie ...	2.24	1.05	47.37	ditto.	
	Bagoosari ...	2.30	0.43	41.39	ditto.	
	Deoghur ...	3.34	Nil	50.18	ditto.	
CUTTACK.	Jamtara ...	3.30	0.70	62.33	ditto.	From 13th February.
	Hajmehal ...	5.80	2.90	73.40	ditto.	From 12th February.
	Pakour ...	4.46	1.90	18.19	ditto.	From 21st May.
	Purneah ...	6.05	4.70	80.13	ditto.	
	Kishengunge ...	0.74	Not received	69.11	17th Sept. 1871.	From 13th June.
	Arraria ...	6.18	ditto	61.82	ditto.	From 20th June.
CUTTACK.	Rampore Beaulah ..	4.70	Nil	70.87	1st Oct. 1871.	
	Nattore ...	3.00	0.91	80.26	ditto.	
	Bograh ...	4.67	1.89	88.66	ditto.	
	Dinapore ...	1.96	1.87	70.19	ditto.	
	Maldah ...	3.53	5.97	57.17	ditto.	
	Berhampore ...	7.42	1.49	57.25	ditto.	
	Jungipore ...	3.04	1.27	62.72	ditto.	
	Lalbagh ...	6.19	0.75	61.20	ditto.	From 16th January.
CUTTACK.	Jamookanda ...	Not received	Not received	63.60	17th Sept. 1871.	From 17th April.
	Pubna ...	1.53	3.19	66.75	1st Oct. 1871.	
	Seragunge ...	0.79	2.99	73.01	ditto.	
	Rungpore ...	3.60	2.10	93.70	ditto.	
	Bhowanigunge ...	1.51	2.78	65.92	ditto.	From 22nd January.
	Titallya ...	5.93	1.91	81.04	ditto.	
CUTTACK.	Burdwan ...	1.96	0.36	62.87	ditto.	
	Cutwa ...	4.50	0.56	65.77	ditto.	
	Culina ...	1.91	0.10	62.53	ditto.	
	Bood-Blood ...	1.10	Nil	64.40	ditto.	
	Bancoorah ...	2.33	0.65	60.73	ditto.	
	Raneogunge ...	1.42	1.11	53.98	ditto.	
	Sooree ...	1.83	0.70	59.09	ditto.	
	Hooghly ...	1.20	0.20	72.39	ditto.	
CUTTACK.	Serampore ...	1.31	0.22	51.37	ditto.	From 20th March.
	Jehanabad ...	3.32	0.52	64.10	ditto.	From 21st April.
	Howrah ...	0.87	0.10	87.03	ditto.	
	Midnapore ...	2.60	0.53	68.41	ditto.	
	Contai { Dy. Collr.'s Office ..	3.37	Nil	69.00	ditto.	
	{ Engr.'s Office ..	3.75	Not received	80.42	24th Sept. 1871	
	Gurbetta ...	2.99	1.89	60.49	1st Oct. 1871	From 6th February.
	Tumlook ...	1.80	Nil	61.46	ditto.	

DIVISION.	Stations.	Rainfall from 18th to 24th Sept. 1871.	Rainfall from 25th Sept. to 10th Oct. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnaghur	0.75	3.72	57.06	1st Oct. 1871.	
	Bongong	0.96	1.38	71.54	ditto.	
	Banaghat	1.42	0.07	54.13	ditto.	
	Meherpore	3.14	0.80	60.79	ditto.	
	Chooadangah	3.70	Not received	82.25	24th Sept. 1871.	
	Kooshtea	1.58	1.19	77.25	1st Oct. 1871.	
	Jessore	0.95	Not received	70.79	24th Sept. 1871.	
	Khoolnah	1.68	Nil	75.80	1st Oct. 1871.	From 16th February.
	Jenidah	0.50	Not received	82.98	24th Sept. 1871.	From 6th March.
	Nural	1.37	ditto	57.40	ditto	From 3rd April.
	Magoorah	0.07	ditto	37.71	ditto	ditto.
	Bagirhaut	1.00	ditto	75.52	ditto	
	Saugor Island	4.80	0.20	80.00	1st Oct. 1871.	
	Calcutta	1.35	0.23	86.28	ditto.	
	Alipore { Jail	1.01	Nil	90.55	ditto.	
	{ Hospital	1.92	ditto	89.37	ditto.	
	Barrackpore	2.08	Not received	83.59	24th Sept. 1871.	
	Dum-Dum	2.27	ditto	63.38	ditto.	
	Baraset	0.70	ditto	81.01	ditto.	
	Satkerah	0.74	ditto	68.47	ditto.	
	Bussacrhaut	0.86	ditto	70.06	ditto.	
	Diamond Harbour	1.73	ditto	70.25	ditto.	
	Barripore	3.14	ditto	93.05	ditto.	
Dacca.	Dacca { Telegraph Office	2.70	ditto	81.18	ditto.	
	{ Jail	3.50	Nil	77.10	1st Oct. 1871.	
	Burrimaul	3.68	1.32	83.81	ditto.	
	Dowlat Khan	5.71	Not received	98.62	24th Sept. 1871.	
	Peorosepore	Not received	0.95	85.17	1st Oct. 1871.	Not received 18th to 24th Sept
	Madaripore	0.80	0.03	72.06	ditto.	
	Furteedpore	1.14	0.14	80.85	ditto.	
	Goulundo	0.64	1.44	51.21	ditto	From 5th June.
	Mymensing	4.29	1.10	102.09	ditto.	
	Jamalpore	6.53	1.06	76.48	ditto.	
	Atteah	Not received	2.32	93.80	ditto	Not received 18th to 24th Sept.
	Kishorogunge	4.79	3.61	102.84	ditto.	
	Sylhet	5.80	Not received	122.48	24th Sept. 1871.	
CHITTAGONG.	Cachar	5.22	ditto	83.29	ditto.	
	Hylakandy	2.11	ditto	82.45	ditto.	
	Koyah	3.28	ditto	92.38	ditto	Not received 31st July to 8th Aug. and 4th to 10th September
	Chittagong { Telegraph Office	4.60	Nil	91.78	1st Oct. 1871	
	{ Jail	5.15	0.19	98.77	ditto.	
COCK BURGH.	Cox's Bazar	5.81	Not received	158.03	24th Sept. 1871	
	Rangamaten Hill	Not received	ditto	85.29	17th Sept 1871	
	Noakhally	7.86	0.08	115.35	1st Oct. 1871	
	Tippurah	3.51	Nil	90.38	ditto	
	Brahmanbariah	6.05	Not received	101.50	24th Sept 1871.	
COCK BURGH.	Akshab	10.30	1.70	187.53	1st Oct. 1871.	
	Chooch Behar	4.02	2.01	7.53	ditto	From 22nd September
	Buxa	5.51	3.25	159.25	ditto	
	Gowalparah	3.18	3.82	83.92	ditto.	
	Dhoochie	3.50	1.94	60.79	ditto	Not recorded 27th Feb to 5th Mar. and not received 11th to 17th Sept.
	Tura (Garo Hills)	5.28	Not received	100.31	24th Sept. 1871	
	Darjeeling { Telegraph Office	Not received	ditto	113.81	15th Sept 1871	
	{ Hospital	7.14	0.77	115.59	1st Oct. 1871	
	Rungbee	Not received	Not received	158.41	31st Aug. 1871	
	Falacottah	ditto	ditto	43.97	6th Aug. 1871	Not recorded since 6th August.
ARUN.	Jalpigooree	5.15	0.81	90.83	1st Oct. 1871	
	Boda	1.13	1.97	64.08	ditto.	
	Tezporo	1.69	Not received	76.83	24th Sept. 1871.	
	Newgong	6.50	0.95	115.85	1st Oct. 1871	
	Mungledye	3.44	Not received	61.40	24th Sept. 1871	From 30th January.
	Burpettah	3.05	ditto	76.34	ditto.	
	Gowhatti	3.98	0.55	55.00	1st Oct. 1871.	
	Seehaungor	1.78	Not received	107.11	24th Sept. 1871	
	Jorehaut	2.28	ditto	84.54	ditto	From 27th February.
	Golaghat	2.46	ditto	99.69	ditto.	
	Nazorah	6.36	ditto	101.27	ditto.	
	Debrooghur	1.55	ditto	96.02	ditto.	
ARUN.	Suddya	Not received	ditto	84.12	3rd Sept. 1871.	
	Shillong	0.43	ditto	62.40	24th Sept. 1871	
	Cherrapoonjee	5.32	4.55	295.03	1st Oct. 1871	From 18th February
	Jainore	2.31	Not received	102.57	24th Sept. 1871.	
	Samogooding	3.36	ditto	49.69	ditto.	

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
11th 7th October 1871.

Meteorological Telegraphic Report for the period 1st to 7th October 1871.

STATIONS.	Date	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER		Humidity Sat = 100	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction	Velocity.			
CALCUTTA.	Oct.											
	1st	10	29.804	29.822	87.7	82.3	78	S S W	...	...	K	
		16	29.704	29.722	89.5	83.0	74	S by W	...	...	N	
	2nd	10	29.792	29.810	87.5	82.0	78	S	...	...	K	
		16	29.681	29.699	90.3	80.6	64	S S W	...	...	CS	
	3rd	10	29.798	29.816	87.7	78.3	63	S by W	...	...	CS	b
		16	29.706	29.724	91.7	79.0	54	W by N	...	...	CS	
	4th	10	29.824	29.842	89.5	79.5	62	W by N	...	...	K	
		16	29.730	29.748	90.8	81.0	63	W N W	...	...	K	
	5th	10	29.792	29.810	87.7	80.0	69	N W	...	...	K	
		16	29.680	29.698	91.6	79.5	55	W N W	...	...	K	
	6th	10	29.702	29.720	84.5	77.5	58	W N W	...	...	CS	b
		16	29.652	29.670	91.5	79.8	49	W S W	...	...	CS	b
	7th	10	29.725	29.743	89.2	80.5	67	W S W	...	...	K, CS	
		16	29.632	29.650	89.0	73.4	44	W by S	...	...	K, CS	
SANDWICH ISLAND.	1st	10	29.814	29.820	85	85	100	S W	11.5*	...	N	b
		16	29.742	29.748	88	83	80	S S W	7.3*	...	N	b
	2nd	10	29.793	29.799	87	81	87	W S W	5.0*	...	N	b
		16	29.706	29.712	90	84	76	S W	8.7*	...	N	b
	3rd	10	29.812	29.818	89	84	80	W N W	4.5*	...	K	b, m
		16	29.728	29.734	91	82	60	W N W	6.3*	...	CS	b, m
	4th	10	29.848	29.854	88	83	80	E S E	4.9*	...	K	b, m
		16	29.744	29.750	91	82	66	N N W	6.7*	...	CS	b, m
	5th	10	29.812	29.818	89	82	73	N W	2.8*	...	K	b, m
		16	29.704	29.710	91	84	73	W N W	5.9*	...	KS	b, m
	6th	10	29.775	29.781	89	83	76	W N W	6.1*	...	C	b, m
		16	29.676	29.682	91	83	70	W S W	6.7*	...	KS	b, m
	7th	10	29.733	29.739	90	85	80	W N W	2.1*	...	N	b
		16	29.640	29.646	91	78	63	N N W	3.1*	...	N	b
CEYLON.	Sept.											
	30th	10	29.800	29.820	85	80	79	Calm	2.0*	...	K, KS	b
		16	29.681	29.700	80	80	75	S W	4.0*	...	K, C	b
	Oct.											
	1st	10	29.701	29.811	85	79	75	Calm	2.3*	...	K, CK	b
		16	29.665	29.774	86	80	75	S W	3.1*	...	C, CS	b
	2nd	10	29.751	29.861	86	79	72	Calm	3.0*	0.20	K, KS	b, v
		16	29.633	29.742	88	81	72	W	4.5*	...	C	b
	3rd	10	29.728	29.837	86	80	75	N E	3.7*	...	K	b
		16	29.630	29.730	88	81	72	W	4.2*	...	K, C	b
	4th	10	29.755	29.865	88	81	72	Calm	2.3*	...	...	b
		16	29.647	29.756	88	80	69	W	3.4*	...	...	b
	5th	10	29.719	29.827	87	80	72	N E	2.7*	...	K, CS	b
		16	29.597	29.706	89	81	69	W	3.3*	...	...	b
MADRAS.	6th	10	29.683	29.802	88	80	69	N E	2.1*	...	K	b
		16	29.579	29.684	90	81	66	W	4.0*	...	...	b
	7th	10	29.655	29.765	87	80	72	N	2.4*	...	K	b
		16	29.542	29.658	89	81	60	W	4.0*	...	CS	b
	1st	10	29.856	29.886	81	77	71	S W	10*	...	...	bc
		16	29.742	29.772	87	75	55	S W	8*	...	...	b
	2nd	10	29.835	29.865	85	77	84	S E	4*	0.03	...	bc
		16	29.700	29.750	83	77	75	S S E	5*	...	...	bc
	3rd	10	29.848	29.878	82	74	60	S	12*	0.01	...	bc
		16	29.730	29.760	85	77	68	S E by S	8*	...	...	b
	4th	10	29.887	29.917	89	77	64	S W	7*	...	...	b
		16	29.750	29.780	85	78	71	S E by S	9*	...	...	bc
	5th	10	29.876	29.906	83	76	71	S W by W	7*	...	...	bc
		16	29.765	29.795	86	79	75	S W by W	9*	...	...	bc
CUTTACK.	6th	10	29.861	29.891	86	77	64	W	7*	0.42	...	bc
		16	29.763	29.793	87	79	68	E by S	6*	...	...	bc
	1st	10	29.730	29.848	88	81	72	S S E	0.2*	...	KS	
		16	29.641	29.767	81	77	82	S S W	0.2*	...	KS	
	2nd	10	29.761	29.843	88	80	75	S W	0.1*	0.50	...	fair
		16	29.651	29.735	81	79	50	N W	0.2*	...	...	fair
	3rd	10	29.758	29.840	87	77	61	W S W	0.1*	...	...	fair
		16	29.671	29.752	92	77	48	N N W	0.1*	...	...	fair
	4th	10	29.845	29.897	88	79	65	N N W	...	...	...	fair
		16	29.651	29.772	93	80	54	N N W	0.2*	...	...	fair
	5th	10	29.708	29.848	84	80	69	W	...	...	...	fair
		16	29.686	29.717	93	79	51	N W	0.3*	...	KS	fair
	6th	10	29.746	29.828	87	77	61	W	0.1*	...	...	b, fair
		16	29.616	29.697	93	79	51	W N W	0.2*	...	...	fair
AKYAB.	Sept.											
	30th	10	29.804	29.870	83	78	78	S	1	...	K, KS, CS	b
		16	29.750	29.765	85	80	79	S S W	1	...	CS, K	b
	Oct.											
	1st	10	29.858	29.873	85	80	79	S S E	1	...	K, KS, CS	b
		16	29.747	29.783	86	80	75	S W	1	...	K	b
	2nd	10	29.811	29.826	84	80	83	S	1	...	K, CS	b
		16	29.695	29.710	87	80	72	S S W	1	...	CS, K	b
	3rd	10	29.792	29.807	84	80	83	N N E	1	...	CS, K	b
		16	29.695	29.710	87	80	72	W N W	1	...	CS, K	b
	4th	10	29.811	29.826	84	80	83	E	1	...	CS, K	b
		16	29.690	29.711	89	83	78	N W	1	...	CS, K	b
	5th	10	29.789	29.802	85	81	83	E	1	...	CS, K	b
		16	29.682	29.677	88	82	70	S W	1	...	CS, K	b
	6th	10	29.759	29.774	85	80	79	E S E	1	...	K, C	b
		16	29.639	29.654	88	82	70	W N W	1	...	C, CS, K	b
	7th	10	29.729	29.744	85	80	70	E	1	...	K	b
		16	29.603	29.618	86	81	72	W N W	1	...	CS, K	b

* Velocity of wind in miles per hour.

CALCUTTA.
1st 7th October 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,

DURING THE HALF MONTH 1st TO 15th SEPTEMBER 1871.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea-level.

STATIONS.	BAROMETER.										THERMOMETER.										HUMIDITY.					RAINFALL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
	Height above sea-level.										Solar Radiation.					Mean of max.					Mean of min.					Mean of					Highest Max.					Lowest Min.					Mean of					Absolute range.					Day.					Day.					Mean.					4 hours.					10 hours.					16 hours.					22 hours.					In inches.					No. of days.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

• CALCUTTA,
The 7th October 1871.

Mean Pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressure reduced to sea-level.	Mean temperature reduced to sea-level.	WIND.	
			Proportional prevalence, Max.=100.	Mean direction.
Port Blair	...	Not received.		
Madras	29.754	86.2	35	S 30° E
Vizagapatam	29.680	85.6	34	S
Akyab	29.739	81.6	30	S 2° E
False Point	29.704	85.1	57	S 43° W
Cuttack	29.677	82.7	50	S 19° W
Saugor Island	29.655	83.7	67	S 2° W
Chittagong	29.748	81.5	35	S 41° E
Calcutta	29.668	82.1	32	S 6° E
Jessore	29.671	82.2	45	S 16° E
Dacca	29.684	83.1	25	S 10° E
Cachar	29.707	82.2	15	N 86° E
Hazareebaugh	29.610	82.2	59	S 50° E
Berhampore	29.658	81.6	53	N 46° E
Gya	.....	82.8	55	S 83° E
Patna	29.626	82.4	41	S 82° E
Monghyr	29.630	82.7	67	S 78° E
Darjeeling	29.707	81.8	8	S 60° E
Gowalparah	29.669	81.3	41	S 71° E
Shillong	29.700	82.0	9	S 60° W
Benares	29.623	83.6	60	S 77° E
Roorkee	29.682	84.9	3	S 46° W

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17 on the preceding page by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

CALCUTTA,
The 7th October 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 1st to 7th October 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point	Mean degree of humidity.	WIND			Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max solar radiation.					Prevailing direction.	Max pressure.	Daily velocity.		
		Inches.	°	°	°	°	°	°			lb	Miles	In	
Oct.	1st	29.766	80.4	81.5	153.2	84.8	81.0	78.3	0.81	S by W	...	120.0	...	Cirri and cumuli. Thunder at 12½ A.M., 2½, 4 and 6 P.M. Drizzled at 5½ P.M.
	2nd	742	80.3	81.0	152.0	85.4	81.0	77.8	.70	S & S by W	...	108.0	...	Clear and cumuli.
	3rd	748	91.7	82.0	140.3	80.2	80.0	75.7	.72	S by W & W by N	...	83.1	...	Clear and cirrostrati.
	4th	773	92.0	81.5	148.0	86.0	80.2	76.1	.73	W by N, W N W & N W	...	67.3	...	Clear and cumuli.
	5th	746	91.0	81.0	149.7	80.2	80.0	75.7	.72	N W & W N W	...	69.8	...	Clear and cumuli.
	6th	714	91.8	82.0	152.0	80.2	79.1	74.1	.68	W N W & W S W	...	73.2	...	Clear and cumuli.
	7th	675	90.6	80.5	153.3	85.1	78.2	73.4	.60	W S W & W by S	...	79.3	...	Clear, cirrocumuli and cumuli.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	11.5
The max. temperature during the past seven days	...	92.0
The max. temperature during the corresponding period of the past year	...	91.2
The mean humidity during the past seven days	...	0.73
The mean humidity during the corresponding period of the past year	...	0.84
Inches.		
The total fall of rain from 1st to 7th	... { by lower rain gauge	Nil.
	... { by anemometer gauge	Nil.
Ditto ditto average of seventeen previous years	...	1.85
Ditto between the 1st January and the 7th October	...	86.28
Ditto ditto ditto ditto, average of seventeen previous years...	...	64.50

CALCUTTA,
The 9th October 1871.

GOPEKNAUTH SEN,
In charge of the Observatory.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the First Section of the High Level Canal during the month of August 1871.

LENGTH OF CANAL OPEN, 26 MILES.

STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.																
LOCAL TRAFFIC.																										
Number of boats.	Nature of cargo.	Tonnage.		Ton mileage.	Tollage.		Number of boats or rafts.	Nature of cargo.	Tonnage.		Ton mileage.	Tollage.		Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mileage.	Tollage.							
		Approximate value of cargo.	Maunds. Tons.		Approximate value of cargo.	Maunds. Tons.			Approximate value of cargo.	Maunds. Tons.		Approximate value of cargo.	Maunds. Tons.													
14	Empty	Rs As. P.	587	...	4 8 1	11	White stones..	Rs. As. P.	215 0 0	4 314	...	...	63 0 0	40	Local	925 8 0	85	1,405	24 4 3					
13	Passengers	...	180	...	5 1 4	1	Charcoal ..	...	5 0 0	170	...	...	0 12 0	53	Irrig. works	16,127 12 0	677	12,180	165 12 11				
2	Jaggery	2 0 0 0	231	...	1 9 7	7	Laternie stone	...	116 12 0	4,400	...	...	23 8 0	...	...	...	...	...	...	
1	Charcoal	8 0 0 0	98	...	1 2 0	5	Firewood	...	91 0 0	3,068	...	...	15 0 0	59	...	...	...	...	...		
1	Cotton thread	75 0 0 0	676	...	0 14 5	3	Treasure	...	15,000 0 0	100	...	...	1 5 0	...	...	...	...	...	...	
3	Firewood	21 0 0 0	27	...	4 4 0	26	Empty	...	370	...	...	...	24 15 1	...	...	...	...	...	...	
1	Salwood planks.	15 0 0 0	431	...	0 1 7	1	Doors	...	200 0 0	65	...	...	0 14 4	...	...	...	...	...	...	
3	Straw	38 8 0 0	96	...	4 8 0	3	P steamer	...	...	288	...	...	24 5 0	...	...	...	...	...	...	
1	Furniture	50 0 0 0	50	...	1 5 7	1	Juniper	...	...	115	...	...	1 14 0	...	...	...	...	...	...	
1	Rice	60 0 0 0	50	...	0 4 0	1	Shutter	...	500 0 0	405	...	...	6 0 0	...	...	...	...	...	...	
40		925 8 0	2,774	85	24 4 3	59			16,127 12 0	18,934	677	12,180	165 12 11	89		17,053 4 0	762	13,586½	190 1 2							

Remarks.

The tonnage shown is that of the boats and not of the cargo.

The tonnage shown is that of the boats and not of the cargo.

REMARKS.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Talikundah Canal during the month of August 1871.

LENGTH OF CANAL OPEN 15 MILES.

LOCAL TRAFFIC.				STORES AND MATERIALS FOR IRRIGATION WORKS.							ABSTRACT.				REMARKS.					
Number of boats.	Nature of cargo.	Tonnage.		Ton mileage.	Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	Tonnage.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.		Value of traffic.	Ton mileage.	Tollage.		
		Approximate value of cargo.	Maunds.						Tons.	Maunds.					Tons.					
2	Paddy	300	0	0	789	...	...	...	1,350	8	0	64,508	...	...	...	...	...	...	The tonnage shown is that of the boats and not of the cargo	
1	Honey	30	0	0	194	...	...	...	2,082	0	0	13,511	...	...	...	...	...	...
8	Passengers, (74)	...	...	...	...	...	...	...	...	...	...	915	...	...	...	...	...	...
		...	...	...	...	...	...	...	77	8	0	...	...	...	...	...	...
2	Carts, No. 1	...	...	...	...	...	...	...	42	0	0	1,445	...	...	...	...	...	...
3	Empty	...	...	...	368	...	...	...	...	...	...	40,234	...	...	...	...	...	...
3	Demurrage at 4 sh. per day per cart	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		330	0	0	1,861	49	476	10	6	7	173	4,132	0	0	1,20,701	4,311	44,867	301	11	11
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
					
																	

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Machgong Canal during the month of August 1871.

LENGTH OF CANAL OPEN, 15 MILES.

STORES AND MATERIALS FOR IRRIGATION WORKS.								ABSTRACT.						REMARKS.
Number of boats or rafts.	Nature of cargo.	Ap- proxi- mate value of cargo.	TONNAGE.		Ton mile- age.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mile- age.	Tollage.		
			Maunds.	Tons.										
4	Lime	Rs. 270	1,734	..	.	Rs. As. P. 4 5 2	...	Local...	Rs. As. P. Nil	Rs. As. P. Nil.	The tonnage shown is that of the boats and not of the cargo.	
4	Empty	...	867	...	..	2 2 7	8	Irrgn. works.	270 0 0	93	442	6 7 9
8		270	2,001	93	442	3 7 9	8		270 0 0	93	442	6 7 9		

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of August 1871.
LENGTH OF CANAL OPEN, 24 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.			
Number of boats.	Nature of cargo.	TONNAGE.			Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Ton mileage.	Tollage.	Remarks.						
		Approximate value of cargo.	Maunds.	Tons.					Maunds.	Tons.													
31	Coal	Rs. 2,827	12,175	...	Rs. As. P. 45 14 6	1	Gunny bags	35	100	...	Rs. As. P. 0 14 0	2,587	Local	Rs. 5,42,107	11,266	93,154	1,566 1 9						
16	Cotton	19,745	4,175	...	20 5 6	1	Planks	30	60	...	0 3 0	9	Irrn. works	65	19	211	3 13 3						
8	Firwood	137	1,025	...	6 5 0	7	Empty	...	400	...	2 12 3	...	...	...	...	...	...
81	Grain	10,577	15,725	...	62 5 0	...	...	...	...	...	...	...	...	...	...	...	...
17	Hides and horns	24,287	5,475	...	27 7 6	...	...	...	...	...	...	...	...	...	...	...	...
72	Jaggery & sugar	25,000	19,925	...	67 5 0	...	...	...	...	...	...	...	...	...	...	...	...
63	Metals	2,01,289	20,725	...	113 0 6	...	...	...	...	...	...	...	...	...	...	...	...
212	Miscellaneous	11,500	19,325	...	63 2 6	...	...	...	...	...	...	...	...	...	...	...	...
115	Oil and oilseeds	43,648	30,350	...	125 13 0	...	...	...	...	...	...	...	...	...	...	...	...
39	Paddy and rice	4,654	7,500	...	29 3 6	...	...	...	...	...	...	...	...	...	...	...	...
105	Piece goods	78,040	18,675	...	73 4 6	...	...	...	...	...	...	...	...	...	...	...	...
44	Garden produce	4,255	8,025	...	32 4 6	...	...	...	...	...	...	...	...	...	...	...	...
44	Pottery	5-9	10,670	...	44 9 0	...	...	...	...	...	...	...	...	...	...	...	...
51	Salt	34,624	20,750	...	93 8 0	...	...	...	...	...	...	...	...	...	...	...	...
27	Silk and indigo	61,978	4,325	...	18 10 6	...	...	...	...	...	...	...	...	...	...	...	...
3	Jute	180	400	...	1 8 0	...	...	...	...	...	...	...	...	...	...	...	...
7	Straw	278	3,225	...	13 3 6	...	...	...	...	...	...	...	...	...	...	...	...
31	Tobacco	15,141	7,150	...	34 4 6	...	...	...	...	...	...	...	...	...	...	...	...
7	Tiles	80	1,125	...	4 3 6	...	...	...	...	...	...	...	...	...	...	...	...
7	Lime	386	575	...	3 4 6	...	...	...	...	...	...	...	...	...	...	...	...
3	Shell	60	625	...	3 5 6	...	...	...	...	...	...	...	...	...	...	...	...
6	Sand	115	3,600	...	13 8 0	...	...	...	...	...	...	...	...	...	...	...	...
1	Kafts of timber (27)	2,700	...	...	10 2 0	...	...	...	...	...	...	...	...	...	...	...	...
483	Empty	...	99,050	...	696 13 0	...	...	...	...	...	...	...	...	...	...	...	...
1,623	Passengers (13,743)	...	...	...	108 14 9	...	...	...	...	...	...	...	...	...	...	...	...
...	Mis. revenue	...	...	...	31 12 0	...	...	...	...	...	...	...	...	...	...	...	...
22	Free for crossing police people	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2,587		5,42,107	3,15,475	11,266	1,566 1 9	9	...	65	550	211	3 13 3	2,586	...	5,42,172	11,266	93,355	1,569 15 0						

The tonnage shown above is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Hugallee Tidal Canal during the month of August 1871.

LENGTH OF CANAL OPEN, 26 MILES.

LOCAL TRAFFIC.										ABSTRACT.				
Number of boats.	Nature of cargo.	Approximate weight of cargo.	Tonnage.		Ton mileage.	Tollage.	Number of boats.	Nature of cargo.	Approximate weight of cargo.	Tonnage.		Value of traffic.	Ton mileage.	Tollage.
			Maunds.	Mds.						Maunds.	Tons.			
395	Paddy	49,005	74,359	Rs. 40,690		Rs. 837 9 6	1	Ghooing	150	275	Rs. 1 6	223	42	Rs. As. P. 13 2 6
22	Rice	3,334	6,215	5,151		39 9 3	1	Ghooing refuse	250	325	3 11 6	1,25,210	1,086	13 2 6
39	Vegetables	48	175	25		0 14 0	4	Coal	212	380	4 6 0	...	...	1,614 7 0
7	Salt	7,612	11,550	32,549		108 1 0 6	3	Empty	...	180	2 0 6	...	...	...
6	Jaggery	335	815	615		3 3 6	...	...	...	...	...	...	...	...
7	Firewood	1,433	369	369		12 0 6	...	...	...	...	...	...	...	...
2	Straw	51	130	3		0 10 3	...	...	...	...	...	...	...	...
35	Passengers, No. 149		3,775			45 8 3	...	...	...	...	...	...	...	...
462	Empty		39,511			357 13 6	...	...	...	...	...	...	...	...
16	Betel	154	890	405		1 9 6	...	...	...	...	...	...	...	...
...	Crops 12½ puns		...	15		1 2 3	...	...	...	...	...	...	...	...
3	Fishes	100	150	15		138 0 0	...	...	...	...	...	...	...	...
56	Tobacco	3,170	18,901	2,4865		5 2 1	...	...	...	...	...	...	...	...
7	Pottery	406	800	157		0 8 0	...	...	...	...	...	...	...	...
1	Metallwood	36	80	3		13 5 3	...	...	...	...	...	...	...	...
9	Mats	1,375	2,605	7,595		2 0 0	...	...	...	...	...	...	...	...
2	Mustard	140	401	573		1 13 0	...	...	...	...	...	...	...	...
1	Sugar candy	150	350	2,000		1 6 0	...	...	...	...	...	...	...	...
1	Koomla stick	50	18	18		2 8 9	...	...	...	...	...	...	...	...
6	Oil cake	207	510	207		3 0 0	...	...	...	...	...	...	...	...
4	Corn	234	90	1,150		5 8 0	...	...	...	...	...	...	...	...
1	Tiles	240	600	1,100		3 0 0	...	...	...	...	...	...	...	...
3	Cotton	215	4,300	1,100		3 2 9	...	...	...	...	...	...	...	...
3	Thread	20	45	1,500		0 5 6	...	...	...	...	...	...	...	...
1	Clothes	8	70	900		3 0 0	...	...	...	...	...	...	...	...
1	Copper	240	600	800		2 10 0	...	...	...	...	...	...	...	...
1	Iron	130	525	800		2 4 0	...	...	...	...	...	...	...	...
1	Sugar	75	300	300		9 5 0	...	...	...	...	...	...	...	...
2	Coal	1,900	1,800	450			...	...	...	...	...	...	...	...
1,023	Tons	70,067	1,25,210	1,68,983		1,56,506	1,611 7 0	9	612	223	13 2 6	1,25,433	6,0723	1,627 9 6

The tonnage shown above is that of the boats and not of the cargo.

CALCUTTA,
The 10th October 1871.G. A. SEARLE, Lieutenant-Colonel, S. C.,
Offg. Asst. to Chief Engr., and Jt.-Secy., P. W. D., Irrigation Branch, Bengal.

GOVERNMENT OF BENGAL.
PUBLIC WORKS DEPARTMENT.

Irrigation Branch.
Irrigation Operations of Lower Bengal up to 31st August 1871.

Circuit.	Canal.	WATER SUPPLIED DURING 1871-72.			APPROXIMATE AREA IRRIGATED DURING AUGUST 1871-72.		Area actually receiving water during month in acres.		Of column 8 area receiving water for the first time during current year.		Total of column 9 for all previous months of current year.		Total area irrigated up to date during the current year.		RAINFALL.			NAVIGATION RETURN.					CHIEF IRRIGATION.		REMARKS.
		Full supply depth.	Estimated full discharge in cubic feet per second.	Average depth throughout the month.	Average discharge in cubic feet per second throughout the month.	District.	Area actually receiving water during month in acres.	Of column 8 area receiving water for the first time during current year.	Total of column 9 for all previous months of current year.	Total area irrigated up to date during the current year.	Inches during the month.	Inches up to date during the year 1871-72.	Average of ten previous years for the same period.	Nature of traffic.	Number of boats.	Tonnage.	Ton mileage.	Approximate value of goods.	Per column 8.	Per columns 8 and 9.					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23			
Drums	High Level	8	675	46	302	Cuttack	7,457	781	6,676	7,457	5-93	38-66	40-83	Local Government	40	85	1,408	925	Rice	Rice	Escape 116 cubic feet per second.				
	Kendrapara	7	1,262	489	704.131	...	16,219	1,409	14,810	16,219	5-93	39-66	40-83	Local	59	677	12,180	16,128	...	...	Ditto 214 ditto ditto.		
	Taldanda	8	1,300	675	78	...	2,938	613	2,325	2,938	5-93	38-66	40-83	Through Government	114	1,082	45,441	...	...	...	...
	Midnapore*	8	875	2-25	100	Midnapore	130	...	6,863	5,963	12-63	49-27	52-75	Local Government	16	119	4,484	445	...	...	...	
South-Western	Panchocora†	6	240	...	...	Howrah	...	...	...	...	12-70	50-45	Not available	Local Govt.	2,587	11,266	93,54	5,42,107	...	...	* One day's irrigation.
	Tidal Canal	...	...	...	...	Midnapore...	...	...	...	...	...	...	...	Local Government	9	19	211	65	...	...	† No irrigation.
	Ave. 1870.	...	...	...	...	Total	26,744	2,803	29,774	32,577	...	...	...	Local Government	1,023	8,031	156,906	1,25,210	...	...	...	
	High Level	...	...	...	...	Cuttack	22,085	21,655	380	22,035	10-01	27-81	...	Local Government	9	42	1,666	223	...	...	...	
Orissa	Kendrapara	...	...	...	...	Ditto	40,000	38,000	2,356	40,356	10-01	27-84	...	...	...	...	...	...	...	...	...
	Taldanda	...	...	...	...	Ditto	8,000	8,000	...	8,000	10-01	27-84	...	...	...	...	...	...	...	...	...
South-Western	Midnapore	...	...	...	...	Midnapore	3,741	2,180	26,804	28,784	11-80	30-65	...	...	...	...	...	...	...	...	...
	Panchocora	...	...	...	...	Howrah	600	292	208	500	13-76	39-65	...	...	...	...	...	...	...	...	...
	Total	...	...	...	...	Total	74,276	70,127	29,549	99,676	...	...	...	...	...	...	...	...	...	...	...

T. M. KIRKWOOD, C. S.,
Canal Revenue Supdt., Bengal.

The 25th September 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 30th September 1871, on 1,280 miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.			
		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.	
Total traffic for the week ...	101,998	1,23,418 8 5	11,813 7 4		346,791 0	2,20,292 4 0	21,018 9 1	32,331 16 5	
Or per mile of railway ...		96 6 9	8 10 9		...	179 2 2	16 8 5	25 5 2	
For previous 12 weeks of half-year	1,062,800	12,25,406 13 7	112,328 19 3		4,889,299 0	28,28,974 7 3	260,322 13 2	371,651 12 5	
Total for 13 weeks ...	1,164,493	13,48,825 6 0	123,642 6 7		5,206,090 0	30,58,206 11 3	280,341 2 8	403,983 8 10	
COMPARISON.									
Total for corresponding week of previous year ...	115,778	1,73,067 4 3	15,919 10 0		421,185 0	3,02,150 7 3	27,007 2 6	43,016 12 6	
Per mile of railway corresponding week of previous year	.....	153 7 9	14 1 4		.....	267 0 7	24 9 7	38 10 11
Total to corresponding date of previous year	1,186,653	15,81,713 8 11	140,407 1 7		6,217,204 20	43,81,471 8 8	401,634 17 3	542,041 18 10	

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 30th September 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,413	8,332 6 4	783 16 1	36,832 20	10,390 11 6	952 9 7	1,716 5 8
Or per mile of railway ...	.....	37 5 10	3 8 6	...	46 9 6	4 5 5	7 13 11
For previous 12 weeks of half-year	41,710	90,411 3 8	9,112 13 11	420,834 30	1,07,718 8 6	9,874 4 0	18,986 17 11
Total for 13 weeks ...	45,123	1,07,748 10 0	9,876 10 0	457,667 10	1,18,109 4 0	10,826 13 7	20,703 3 7
COMPARISON.							
Total for corresponding week of previous year	3,527	9,232 11 3	846 6 7	18,068 10	6,404 12 11	595 7 2	1,441 13 9
Per mile of railway corresponding week of previous year	.....	41 6 5	3 15 11	.....	29 2 0	2 15 5	6 9 4
Total to corresponding date of previous year ...	42,455	1,09,935 5 8	10,081 19 9	219,081 20	67,854 10 7	6,220 0 3	16,302 0 0

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 30th September 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	32,339	12,874 14 6	1,180 4 0	8,621 2	727 6 4	66 13 6	1,246 17 6
Or per mile of railway ...	207	82 4 3	7 10 10	55 0	4 10 4	0 8 6	7 19 4
For previous 12 weeks of half-year	309,337	1,50,227 4 7	14,505 16 8	1,137,821 3½	4,16,000 9 2	38,129 12 5	52,725 9 1
Total for 14 weeks ...	341,677	1,72,102 3 1	15,776 0 8	1,146,443 5½	4,16,480 15 6	38,190 5 11	53,972 6 7
COMPARISON.							
Total for corresponding week of previous year	30,533	10,426 2 7	1,780 14 8	1,47,224 8	37,754 5 4	3,460 10 3	5,241 10 11
Per mile of railway corresponding week of previous year	269	171 8 6	15 14 6	1,300 0	333 5 11	30 11 2	46 8 8
Total to corresponding date of previous year ...	327,012	1,67,323 0 3	15,337 19 1	1,502,328 36	3,22,526 15 9	29,564 19 6	44,902 18 7

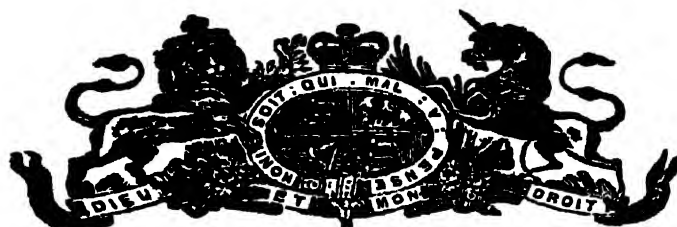
CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 30th September 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,821	587 15 3	58 15 11	10,123 20	326 5 3	32 12 8	91 8 7
Or per mile of railway ...	140,078	20,945 6 0	2,684 6 9	250,357 10	7,600 13 8	766 19 7	3,451 6 4
For previous 12 weeks of half-year	...	...	...	...	...	...	...
Total for the half year ...	152,894	27,431 5 3	2,743 2 8	266,430 30	7,896 2 6	789 12 3	3,543 14 11
COMPARISON.							
Total for corresponding week of previous year	3,800	1,095 0 0	109 10 0	9,818 10	532 4 0	55 4 6	164 14 6
Per mile of railway corresponding week of previous year	.....	.....	.....	.....	.....	.....	.....
Total to corresponding date of previous year ...	140,150	24,523 2 6	2,463 4 4	263,526 9	9,803 5 3	890 6 8	3,402 11 0

No. 45

of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, NOVEMBER 8, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Rainfall, Weather and State and Prospects of the Crops.

Statement showing Rainfall, Weather and State and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 4th November 1871.

No	District.	Date of return from each district.	Rainfall at Sudder Station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
1	Bhaugulpore	Nov. 4th	0	Favorable	Very good; cold weather crops good.	
2	Monghyr	" 4th	0	Excellent	Very good.	
3	Purneah.	" 4th	0	Fair and cool	Amun suffering from want of rain; cold weather crops promise well, but the kolye is not good.	Fever prevailing.
4	Rajmehal	" 4th	0	Favorable	Quarter of the rice will be destroyed for want of rain.	
5	Deoghur	" 4th	0	Favorable	Paddy good; three-quarter of the cold weather sowings abandoned.	
6	Nya Doomka.	" 4th	0	Days hot, nights dry and cold.	Good. Reaping commenced in some places.	
7	Godda	" 4th	0.5	Fair	Satisfactory.	
8	Pakour	" 4th	0	Very fine and seasonable.	Rice better than expected. Cold weather crops promising; 12 to 14 anna crops expected.	
9	Jamtara	" 4th	0	Fine and dry	Rice in the south destroyed, in the north good. Cold weather crops excellent, except in very low lands.	
10	Patna	" 4th	0	Fine and seasonable.	Rice promising; sowing of the cold weather crops commenced.	
11	Gya.	" 4th	0	Cool and pleasant	Very good.	
12	Chumparua.	" 2nd	0	Changeable	Very favorable.	
13	Saran	Oct. 27th	0	Bright and clear	Good, but rice on high lands is suffering from want of rain.	
14	Shahabad	Nov. 4th	0	Fair	All crops much improved.	
15	Tirhoot.	" 4th	0	Fine, but warm	The remaining rice is good; cold weather crops promising.	Floods quite subsided. Some sickness and cattle disease prevailing.
16	Rajshahye	" 4th	0	Fair	Good.	
17	Bogra	Oct. 28th	0	Fair	Favorable.	
18	Dinagapore	Nov. 4th	0	Cool	More rain necessary for the crops.	
19	Maldah	" 4th	0	Fine	Good.	
20	Moorsshedabad	" 4th	0	Clear	The amun that is not destroyed by inundation is very good.	
21	Pubna.	" 4th	4.5	Favorable	Satisfactory.	
22	Rungpore	" 4th	0	Dry and cold	Very good.	
23	Burdwan	" 3rd	0	Fine	The surviving rice good; cold weather crops coming up well.	Cattle disease in most places; health of the people better than could have been expected.
24	Bancoorah	" 4th	0	Fine	Continue favorable	Inundation rapidly subsiding.
25	Beerbhoom	" 4th	0	Fair	Good where there has been no inundation.	
26	Hooghly	" 4th	0	Rainy and sunny	Favorable.	
27	Howrah	Oct. 28th	5.5	Wet and disagreeable.	Good	
28	Furreedpore	" 28th	1.4	Fair and cool	Excellent.	
29	Mymensingh	Nov. 4th	0	Fair	Good.	
30	Sylhet	Oct. 27th	1.4	Fair	Good.	
31	Cachar.	" 28th	6.0	Wet, rainy, and then cool.	Good.	
32	Chittagong.	" 27th	12.2	Very rainy	Good as far as known.	
33	Noakhally or Bulloah.	" 27th	4.5	Fine	Good.	
34	Tipperah	" 28th	4.5	Fine	Good.	
35	Hill Tracts of Chittagong.	" 28th	4.5	Fine	Good.	

High winds threatening a cyclone on 28th to 29th October 1871.

No.	District.	Date of return from each district.	Rainfall at Sudder Station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
42	Cuttack	Oct. 28th	0·2	*	*	*No information supplied. Merchants from the south are bringing up rice; price is to rise.
43	Balasore	" 28th	4·4	Good	Excellent.	
41	Pooree	" 27th	1·2	Sunny	Great loss in rice in many places from want of rain; in others it is promising.	
45	Hazarcebaugh	Nov. 4th	0	Favorable	Favorable.	More than one-third of the crops will be lost for want of rain. Very favorable.
46	Lohardugga.	" 4th	0	Fine		
47	Maunbhoom	" 4th	0	Fine		
48	Singhbhoom	Oct. 27th	0·7	Seasonable		
49	Durrung.	" 27th	5·4	Growing cold	Good.	
50	Nowgong	" 28th	2·5	Damp and unhealthy.	Satisfactory.	
51	Seerbsaugor	" 28th	1·0	Rainy	Favorable.	
52	Kamroop	" 28th	1·2	Fine and cool	Satisfactory.	
53	Luckimpore	" 27th	2·9	Rainy	Crops slightly damaged by the unusual rain.	
54	Khasi and Jynteah Hills.	" 21st	0·8	Foggy and hot	Rice on the hills cut and gathered; in other places it is good.	
55	Naga Hills	" 27th	0	Fair	Fair, but more rain required.	
56	Julpigoree	" 28th	0·1	Foggy and rainy	Less favorable owing to want of rain.	
57	Gowalparah	" 28th	0·7	Seasonable	Healthy	
58	Garo Hills	" 28th	0	Fair	Progressing favorably.	
59	Darjeeling	" 28th	0·2	Seasonable	Fair.	
60	Cooch Behar	" 28th				

N. B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 7th November 1871.

R. II. WILSON,
Offg. Under-Secy. to the Govt. of Bengal.

Meteorological Telegraphic Report for the period 29th October to 4th November 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. = 100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Oct.											
	29th	10	29.939	29.957	80.5	77.3	80	S W	...	...	...	b
	16		29.839	29.857	85.2	72.0	50	S W	...	...	C	b
	30th	10	29.950	29.968	81.8	73.0	60	S S W	...	...	...	b
	16		29.845	29.843	84.2	72.5	54	W by S	...	...	...	b
	31st	10	29.940	29.978	82.0	71.8	50	W S W	...	...	...	b
	Nov.	16	29.843	29.881	84.5	72.0	54	E S E	...	...	...	b
	1st	10	30.001	30.019	81.2	73.5	64	S	...	...	...	b
	16		29.878	29.894	81.0	74.0	60	S	...	...	...	b
	2nd	10	30.000	30.018	82.0	75.5	73	S S W	...	...	...	b
	16		29.878	29.896	85.5	75.2	50	S W	...	...	...	b
	3rd	10	30.013	30.031	80.5	73.7	73	W S W	...	...	...	b
SARONG ISLAND.	16		29.900	29.918	85.5	72.0	40	W	...	...	...	b
	4th	10	30.011	30.029	80.5	72.4	66	W S W	...	...	...	b
	16		29.894	29.912	81.0	69.9	46	W S W	...	...	...	b
	Oct.											
	29th	10	29.958	29.964	83	80	87	S S W	3.5*	...	N	b, w
	16		29.858	29.862	85	70	75	S W	7.3*	...	C	b
	30th	10	29.961	29.967	82	75	70	N N W	2.3*	...	...	b, m
	16		29.851	29.857	86	77	64	W	6.1*	...	...	b, m
	31st	10	29.973	29.979	81	70	78	N W	12.0*	...	C	b, m
	Nov.	16	29.874	29.880	83	73	60	N N W	6.0*	...	...	b
	1st	10	30.020	30.026	81	77	82	W N W	0.7*	...	C	b
	16		29.901	29.907	85	77	69	W S W	0.0*	...	K	b
CHITTAGONG.	2nd	10	30.030	30.036	83	77	75	S W	7.6*	...	C	b
	16		29.901	29.907	85	70	75	S S W	7.6*	...	C, S	b
	3rd	10	30.033	30.039	82	79	87	W S W	6.8*	...	C	b
	16		29.920	29.932	86	80	75	W	6.6*	...	...	b
	4th	10	30.025	30.031	81	78	80	N W	3.2*	...	C	b
	16		29.912	29.918	80	75	68	W S W	4.0*	...	...	b
	Oct.											
	29th	10	29.880	29.882	80	74	74	Calm	2.5*	...	...	b
	16		29.768	29.770	82	75	70	N W	2.6*	...	...	b
	30th	10	29.823	29.834	74	72	73	N N W	6.0*	...	...	b
	16		29.740	29.854	80	71	74	W N W	5.5*	...	K	b
	31st	10	29.878	29.860	81	73	68	N N E	3.0*	...	...	b
MADRAS.	Nov.	16	29.783	29.804	83	75	67	W	5.4*	...	...	b
	1st	10	29.925	30.036	82	73	63	N N E	3.5*	...	...	b
	16		29.827	29.827	82	70	62	Calm	4.1*	...	...	b
	2nd	10	29.932	30.014	81	71	59	N N E	3.3*	...	...	b
	16		29.850	29.903	81	73	66	Calm	3.7*	...	...	b
	3rd	10	29.943	30.005	79	71	65	N E	4.3*	...	...	b
	16		29.837	29.918	83	77	75	Calm	7.2*	...	...	b
	4th	10	29.934	30.000	80	73	70	N N E	3.5*	...	C	b
	16		29.827	29.930	81	80	95	Calm	8.2*	...	...	b
	Oct.											
	29th	10	29.801	29.831	86	75	57	W	3*	...	...	b
	16		29.814	29.814	86	75	57	N E	10*	...	...	b
CUTTACK.	30th	10	29.960	29.960	86	76	61	N E by E	6*	...	...	b
	16		29.872	29.902	84	73	50	N E by E	7*	...	...	b
	30th	10	29.953	29.981	83	74	63	N E	4*	...	...	b
	16		29.845	29.875	85	75	60	S W	9*	...	...	b
	31st	10	29.934	29.964	85	75	69	N	6*	...	...	b
	Nov.	16	29.841	29.871	85	74	57	N N E	11*	...	...	b
	1st	10	29.915	29.975	74	73	95	N W by W	8*	3.12	...	b
	16		29.856	29.886	76	71	90	N N W	9*	0.61	...	b
	2nd	10	29.857	29.987	83	70	83	E S E	7*	1.19	...	b
	16		29.853	29.883	84	77	71	N E	14*	...	...	b
	3rd	10	29.977	30.007	85	78	71	N E	12*	0.20	...	b
	16		29.874	29.904	84	77	71	E N E	8*	...	...	b
AKYAB.	Oct.											
	29th	10	29.786	29.808	86	73	51	W N W	0.1*	...	...	b, fair
	16		29.776	29.857	90	86	84	N N E	0.3*	...	...	b, fair
	30th	10	29.888	29.971	82	72	59	W	0.1*	...	...	b, fair
	16		29.774	29.856	88	71	49	Calm	0.3*	...	...	b, fair
	31st	10	29.893	29.976	81	72	62	N N E	...	...	...	fair clam
	Nov.	16	29.784	29.888	87	71	42	E	0.2*	...	...	b fair clam
	1st	10	29.931	30.014	82	73	63	W S W	...	...	...	b clam fair
	16		29.823	29.905	88	87	95	N N E	0.1*	5.00	...	fair
	2nd	10	29.938	30.020	83	82	95	W S W	0.1*	...	C	fair
	16		29.820	29.901	90	72	60	N	0.2*	...	...	fair
	3rd	10	29.988	30.020	83	74	63	W	0.1*	...	...	b fair
16		29.827	29.908	90	72	38	N W	0.2*	...	...	fair	
AKYAB.	Oct.											
	29th	10	29.812	29.827	80	77	66	E N E	1	...	C, S, K	b
	16		29.811	29.826	84	79	70	N W	1	...	K, Ks	b
	30th	10	29.909	29.924	81	78	80	E N E	1	...	K	b
	16		29.808	29.823	85	70	75	W	1	...	K	b
	31st	10	29.932	29.947	80	77	60	E N E	1	...	C, CS, K	b
	Nov.	16	29.838	29.853	84	77	71	W N W	1	...	C, K	b
	1st	10	29.909	29.944	82	78	83	E N E	1	...	C, K	b
	16		29.868	29.883	85	76	64	W	1	...	CS, K	b
	2nd	10	29.979	29.994	81	77	82	E	1	...	Ks	b
	16		29.878	29.893	85	70	75	W	1	...	CS, Ks	b
	3rd	10	29.979	29.994	81	78	78	N	2	...	...	b
16		29.878	29.893	85	70	75	N W	1	...	CS, K	b	
4th	10	29.967	29.982	79	73	73	N	1	...	CS, S	b	
16		29.858	29.873	84	78	75	N W	1	...	CS, S	b	

* Velocity of wind in miles per hour.

CALCUTTA.
The 4th November 1871.

HENRY F. BLANFORD
Meteorological Reporter to the Government of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISION.	Stations.	Rainfall from 2nd to 8th Oct. 1871.	Rainfall from 9th to 15th Oct. 1871.	Rainfall from 16th to 22nd Oct. 1871.	Rainfall from 23rd to 29th Oct. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
						Rain.	Up to date	
CUTTACK.	Cuttack { Telegraph Office ...	0.50	0.20	0.40	0.10	58.28	29th Oct. 1871.	
	Nil { Jail ...	0.52	0.52	Nil	0.18	50.23	ditto.	
	False Point ...	ditto	4.79	ditto	7.55	89.09	ditto.	
	Jajipore ...	ditto	Not recd.	Not recd.	Not recd.	83.72	8th Oct. 1871.	
	Kendraparah ...	ditto	ditto	ditto	ditto	44.30	ditto.	
	Jugatsingpore ...	ditto	ditto	ditto	ditto	47.03	ditto.	
	Simbulpore ...	ditto	Nil	Nil	ditto	41.70	22nd Oct. 1871.	
	Bilasore ...	ditto	0.35	ditto	4.40	63.86	29th Oct. 1871.	
CHOTA NAGPORE.	Bhuddrack ...	ditto	0.23	ditto	0.75	52.08	ditto.	
	Pooroo ...	ditto	0.22	ditto	1.18	55.32	ditto.	
	Khoordah ...	ditto	2.71	Not recd.	Not recd.	55.09	15th Oct. 1871.	
	Hazareebaugh ...	ditto	1.20	Nil	0.00	55.66	29th Oct. 1871.	
	Burhee ...	ditto	Nil	ditto	Nil	49.02	ditto.	
	Pachamba ...	ditto	ditto	ditto	0.00	57.32	ditto.	
	Ranchee ...	ditto	0.30	ditto	Nil	61.43	ditto.	
	Palamow ...	ditto	Nil	ditto	Not recd.	51.56	22nd Oct. 1871.	
PATNA.	Punulia ...	ditto	0.06	ditto	0.14	61.20	29th Oct. 1871.	
	Gobindpore ...	ditto	0.81	ditto	0.07	53.01	ditto.	From 12th June.
	Chyebassa ...	ditto	1.73	ditto	0.60	58.42	ditto.	
	Patna ...	ditto	0.39	ditto	0.12	50.32	ditto.	
	Behar ...	ditto	Nil	ditto	Nil	51.22	ditto.	
	Barh ...	ditto	ditto	Nil	0.23	37.61	ditto.	
	Dinapore ...	ditto	ditto	ditto	0.31	58.08	ditto.	
	Gya ...	ditto	ditto	ditto	0.04	47.97	ditto.	
BHAUGPUR.	Sherghotty ...	ditto	ditto	Not recd.	Nil	46.17	ditto.	Not received 16th to 22nd Oct.
	Nowadah ...	Not recd.	ditto	Nil	ditto	54.00	ditto.	Not received 2nd to 8th Oct.
	Arungabad ...	Nil	ditto	ditto	ditto	30.33	ditto.	
	Chumparan ...	ditto	Not recd.	Not recd.	Not recd.	50.53	8th Oct. 1871.	
	Bettiah ...	ditto	ditto	ditto	ditto	61.91	ditto.	From 5th June.
	Chuprah ...	ditto	Nil	Nil	0.85	75.07	29th Oct. 1871.	
	Sewan ...	ditto	ditto	ditto	Nil	83.01	ditto.	
	Mozufferpore ...	ditto	ditto	ditto	0.33	70.02	ditto.	
RAJAHMUNDRY.	Durbhangah ...	ditto	Not recd.	Not recd.	1.10	78.70	ditto.	Not received 9th to 22nd Oct.
	Sectanaree ...	ditto	ditto	ditto	Not recd.	03.80	8th Oct. 1871.	
	Tajpore ...	ditto	Nil	Nil	Nil	52.04	20th Oct. 1871.	Not recorded 6th to 19th March.
	Mudhubani ...	Nil	0.32	Not recd.	ditto	60.61	ditto.	From 1st April and not received 10th to 22nd Oct.
	Hajipore ...	ditto	0.19	Nil	0.18	50.02	ditto.	From 22nd May.
	Artah ...	ditto	0.35	ditto	0.10	60.89	ditto.	
	Buxar ...	ditto	Nil	ditto	0.30	72.48	ditto.	
	Sasseram ...	ditto	ditto	ditto	Nil	52.55	ditto.	
BHAUGPUR.	Bhubhoah ...	ditto	Not recd.	Not recd.	Not recd.	61.37	8th Oct. 1871.	
	Bhargore ...	Nil	Nil	Nil	Nil	55.18	20th Oct. 1871.	
	Bhangulpore ...	ditto	Not recd.	Not recd.	Not recd.	37.02	8th Oct. 1871.	
	Mudhey poorah ...	ditto	Nil	Nil	0.10	50.23	20th Oct. 1871.	
	Banka ...	ditto	1.21	ditto	Nil	40.24	ditto.	
	Noopool ...	0.22	1.07	ditto	0.04	32.20	ditto.	From 14th August.
	Monghyr ...	Nil	0.14	ditto	Nil	58.02	ditto.	
	Jamoorie ...	ditto	Nil	ditto	ditto	47.37	ditto.	
RAJAHMUNDRY.	Bogooari ...	ditto	Not recd.	Not recd.	Not recd.	41.39	8th Oct. 1871.	
	Booghur ...	ditto	0.36	Nil	Nil	50.52	20th Oct. 1871.	
	Jamtara ...	ditto	0.20	ditto	ditto	62.53	ditto.	From 13th February.
	Rajmahal ...	0.10	Not recd.	Not recd.	ditto	73.50	ditto.	From 12th February, and not received 9th to 22nd Oct.
	Pakour ...	Nil	ditto	ditto	Not recd.	48.10	8th Oct. 1871.	From 21st May.
	Purneah ...	0.20	Nil	Nil	Nil	80.33	20th Oct. 1871.	
	Kisbhangunge ...	0.32	Not recd.	Not recd.	Not recd.	65.57	8th Oct. 1871.	From 13th June.
	Arraria ...	Not recd.	ditto	ditto	ditto	77.06	1st Oct. 1871.	From 20th June.
RAJAHMUNDRY.	Rampore Beaulah ...	0.10	1.54	Nil	Nil	72.51	29th Oct. 1871.	
	Nattore ...	Nil	3.00	ditto	1.30	85.16	ditto.	
	Bograh ...	0.35	3.06	ditto	0.02	92.00	ditto.	
	Dinagapore ...	0.15	0.05	ditto	0.02	70.41	ditto.	
	Maldah ...	0.14	4.13	ditto	0.25	61.60	ditto.	
	Berhampore ...	Nil	1.82	ditto	Nil	50.07	ditto.	
	Jangipore ...	ditto	Nil	0.13	ditto	63.15	ditto.	
	Lalbagh ...	ditto	1.19	Nil	0.04	62.40	ditto.	From 16th January
BUDWAH.	Jamookandi ...	ditto	0.51	ditto	Nil	64.86	ditto.	From 17th April, and not received 18th to 24th Sept
	Pubna ...	ditto	4.42	ditto	0.35	71.53	ditto.	
	Seragunge ...	ditto	1.22	ditto	2.70	76.06	ditto.	
	Rungpore ...	ditto	0.45	ditto	Not recd.	91.15	22nd Oct. 1871.	
	Bhowangunge ...	1.21	0.18	ditto	Nil	67.31	29th Oct. 1871.	From 22nd January.
	Titalya ...	0.15	Nil	ditto	0.20	81.48	ditto.	
	Burawan ...	Nil	5.02	ditto	0.48	68.35	ditto.	
	Catwa ...	ditto	3.37	Not recd.	0.58	60.72	ditto.	Not received 16th to 22nd Oct.
BUDWAH.	Culina ...	ditto	0.68	ditto	1.00	64.21	ditto.	Do.
	Bodl-Bodl ...	ditto	0.50	Nil	0.30	65.20	ditto.	
	Bancootah ...	ditto	0.15	ditto	0.52	61.40	ditto.	
	Baneegunge ...	ditto	0.72	ditto	0.18	54.88	ditto.	
	Sooree ...	ditto	0.88	ditto	1.04	61.61	ditto.	
	Hooghly ...	ditto	2.30	ditto	2.30	76.99	ditto.	
	Serampore ...	ditto	0.97	ditto	3.07	55.41	ditto.	From 20th March
	Jehanabad ...	ditto	2.56	Not recd.	Not recd.	66.06	15th Oct. 1871.	From 21st April.
BUDWAH.	Howrah ...	ditto	1.82	Nil	4.51	93.36	29th Oct. 1871.	
	Mianapore ...	ditto	0.45	ditto	3.16	72.02	ditto.	
	Contai { Dy. Collr.'s Office ...	ditto	1.86	Not recd.	18.20	87.15	ditto.	Not received 16th to 22nd Oct.
BUDWAH.	Gurbetta { Engr.'s Office ...	ditto	2.40	Nil	17.80	100.02	ditto.	
	Tumlook ...	ditto	1.14	ditto	0.42	62.05	ditto.	From 6th February.
	Tumlook ...	ditto	1.02	ditto	8.30	70.78	ditto.	

Divisions.	Stations.	Rainfall from 2nd to 8th Oct. 1871.	Rainfall from 9th to 15th Oct. 1871.	Rainfall from 16th to 22nd Oct. 1871.	Rainfall from 23rd to 29th Oct. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
						Rain.	Up to date.	
PRESIDENCY.	Kishnaghur ...	Nil	2.47	Nil	1.02	60.55	29th Oct. 1871.	Not received 16th to 22nd Oct.
	Bongone ...	ditto	0.95	Not recd.	2.62	75.11	ditto	
	Ranaghat ...	ditto	Not recd.	ditto	Not recd.	54.12	8th Oct. 1871.	
	Meherpore ...	ditto	0.84	Nil	1.68	63.21	29th Oct. 1871.	
	Choadangah ...	ditto	4.90	ditto	1.60	61.35	ditto	
	Kooshita ...	0.01	8.47	ditto	0.62	81.35	ditto	From 16th February. From 6th March. From 3rd April. ditto. ditto.
	Jessore ...	Nil	2.97	ditto	2.39	83.10	ditto	
	Khoolnah ...	ditto	1.28	ditto	2.59	79.65	ditto	
	Jemdah ...	ditto	Not recd.	Not recd.	Not recd.	82.98	8th Oct. 1871.	
	Nurul ...	0.86	ditto	ditto	ditto	58.26	ditto	
	Magoorah ...	Nil	ditto	ditto	ditto	37.71	ditto	
	Bagurhaut ...	ditto	ditto	ditto	ditto	76.82	ditto	
	Saugor Island ...	ditto	1.70	Nil	18.10	109.70	29th Oct. 1871.	Not received 25th Sept. to Oct.
	Calcutta ...	ditto	1.08	ditto	5.07	93.31	ditto	
	Ahpoore { Jail ...	ditto	1.27	ditto	5.21	97.63	ditto	
	Hospital ...	ditto	1.01	ditto	5.11	96.39	ditto	
	Barrackpore ...	Not recd.	Not recd.	Not recd.	Not recd.	84.62	1st Oct. 1871	
	Dum-Dum ...	ditto	ditto	ditto	ditto	63.69	ditto	From 5th June.
	Baraset ...	ditto	ditto	ditto	ditto	64.07	ditto	
	Satkherah ...	ditto	ditto	ditto	ditto	68.52	ditto	
	Basseerhant ...	ditto	ditto	ditto	ditto	71.95	ditto	
	Diamond Harbour ...	ditto	ditto	ditto	ditto	79.25	24th Sept. 1871.	
	Barripore ...	ditto	ditto	ditto	ditto	83.05	1st Oct. 1871.	Not received 25th Sept. to Oct.
DUCCA.	Dacca { Telegraph Office ...	Nil	2.14	0.26	2.86	86.74	20th Oct. 1871.	
	Jail ...	ditto	2.10	0.40	2.30	81.60	ditto	
	Burrisaul ...	1.01	2.70	Nil	5.62	93.01	ditto	
	Dowlat Khan ...	Not recd.	4.59	0.10	9.95	113.20	ditto	
	Proseepore ...	Nil	1.65	Nil	4.15	92.45	ditto	
	Madaripore ...	ditto	5.94	ditto	1.70	79.70	ditto	From 5th June.
	Furzedpore ...	0.09	3.87	ditto	1.35	92.10	ditto	
	Goalundo ...	Nil	6.16	0.50	1.10	59.31	ditto	
	Mymensing ...	0.06	6.91	Nil	1.38	111.04	ditto	
	Jamalpor ...	Nil	1.37	ditto	0.24	78.09	ditto	
	Atteah ...	ditto	4.10	ditto	2.85	103.65	ditto	Not recorded since 6th August.
	Kishoregunge ...	ditto	11.58	ditto	3.29	117.71	ditto	
	Selhet ...	0.15	4.00	ditto	5.95	144.09	ditto	
	Cachar ...	1.10	2.02	ditto	2.27	91.37	ditto	
	Hylakandy ...	1.76	3.85	0.30	Not recd.	90.01	22nd Oct. 1871.	
CHITTAGONG.	Koyah ...	0.39	5.10	0.10	ditto	101.61	ditto	From 22nd September.
	Chittagong { Telegraph Office ...	0.20	1.60	0.20	6.00	102.78	20th Oct. 1871.	
	Jail ...	0.41	1.76	0.37	5.88	107.17	ditto	
	Cox's Bazar ...	Nil	0.54	0.09	Not recd.	158.66	22nd Oct. 1871.	
	Rangamatee Hill ...	1.00	1.18	Not recd.	ditto	92.93	15th Oct. 1871.	
	Noakhally ...	0.31	4.99	0.03	12.15	132.83	29th Oct. 1871.	Not recorded 27th Feb. to 5th Mar.
	Tipperah ...	0.30	2.25	Nil	4.50	97.43	ditto	
COCH BEHAR.	Brahmanbariah ...	0.60	3.00	1.02	6.20	111.32	ditto	From 22nd September.
	Akrab ...	Nil	2.30	Nil	9.30	100.30	ditto	
	Cooch Behar ...	4.10	Nil	0.01	0.21	12.24	ditto	
	Buxa ...	2.14	ditto	3.20	Nil	161.69	ditto	
	Goalparah ...	0.43	0.31	Nil	0.41	85.09	ditto	
	Dhoober ...	0.24	0.10	Not recd.	Not recd.	61.18	15th Oct. 1871.	Not recorded since 6th August.
	Tura (Garó Hills) ...	0.32	4.44	0.20	* 0.80	107.54	20th Oct. 1871.	
	Darjeeling { Telegraph Office ...	0.61	Nil	Not recd.	Not recd.	124.39	15th Oct. 1871.	
	Hospital ...	0.12	ditto	Nil	0.28	116.24	20th Oct. 1871.	
	Runghee ...	Not recd.	Not recd.	Not recd.	Not recd.	190.51	30th Sept. 1871.	
ASSAM.	Falacottah ...	ditto	ditto	ditto	ditto	43.97	6th Aug. 1871.	Not received 9th to 15th Oct.
	Julpigoorsee ...	0.80	Nil	Nil	Nil	91.63	29th Oct. 1871.	
	Hoda ...	Nil	ditto	ditto	ditto	64.08	ditto	
	Tezpoore ...	0.19	0.33	0.04	2.07	80.18	ditto	
	Nowgong ...	2.40	Not recd.	2.31	5.45	126.01	ditto	
	Munglodye ...	0.06	ditto	Nil	Not recd.	64.02	22nd Oct. 1871.	From 30th Jan. and not received 9th to 15th Oct.
	Burpettah ...	0.70	Nil	ditto	0.15	77.19	29th Oct. 1871	
	Gowhaty ...	Nil	ditto	ditto	0.96	58.02	ditto	
	Seebaugor ...	0.36	1.64	0.58	Not recd.	112.41	22nd Oct. 1871.	
	Jorchaat ...	0.38	0.95	1.99	ditto	88.27	ditto	
	Golaghat ...	0.57	0.81	0.31	ditto	101.81	ditto	From 18th February
	Nazeerah ...	1.30	2.38	0.77	ditto	105.88	ditto	
	Debrooghur ...	0.77	2.8	0.10	ditto	108.52	ditto	
	Suddya ...	Not recd.	Not recd.	Not recd.	ditto	84.42	3rd Sept. 1871	
	Shillong ...	0.15	2.30	0.28	2.90	69.49	29th Oct. 1871.	
	Cherrapoonjee ...	0.03	9.33	0.03	Not recd.	305.02	22nd Oct. 1871	Not received 2nd to 8th Oct.
	Jaowai ...	0.02	5.34	Nil	ditto	111.73	ditto	
	Samoogoodting ...	Not recd.	3.08	0.75	ditto	54.59	ditto	

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

CALCUTTA.
The 4th November 1871.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 22nd to 31st October 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			H	Miles.	In.		
Oct.	22nd	29.891	88.3	70.4	144.5	81.7	75.5	71.2	0.71	N by E. N N E & E N E	...	155.0	...	...	Clear and cirri.
	23rd	807	87.5	77.5	145.0	81.2	76.4	73.0	.77	E N E. N E & E by S	...	115.5	0.03	...	Clear, cumuli and cirro-cumuli. Light rain at 4½ P.M.
	24th	827	78.0	72.7	...	74.0	73.5	72.7	.84	E by S & E S E	...	173.2	2.58	...	Overcast. Rain from 4 A.M. to 11 P.M.
	25th	691	74.5	71.5	...	72.7	71.8	71.1	.95	E, E by N & E N E	...	238.8	2.46	...	Overcast. Rain from midnight to 2 P.M., and at 5 and 11 P.M.
	26th	673	78.0	71.0	130.0	74.1	71.7	70.0	.88	N E & N W	...	378.4	...	...	Overcast and clear. Drizzled at midnight.
	27th	788	85.2	71.0	144.7	77.3	73.0	70.0	.79	N W & W N W	...	140.5	...	...	Clear and cirri.
	28th	821	86.0	73.0	143.0	78.0	74.8	71.9	.80	W N W & S W	...	90.4	...	☉	Clear.
	29th	879	80.0	73.7	144.0	79.1	74.7	71.6	.79	S W	...	71.6	...	...	Chiefly clear Foggy from 3 to 8 A.M., and 8 to 11 P.M.
	30th	887	85.0	73.5	143.0	78.7	73.3	69.5	.74	S W & W by S	...	42.5	...	...	Clear. Slightly foggy from midnight to 2 and 5 to 7 A.M.
	31st	806	85.8	71.8	142.7	78.3	72.1	67.8	.71	W by S & S S E	...	47.3	...	...	Clear. Slightly foggy at 10 P.M.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past ten days	...	17.3
The max. temperature during the past ten days	...	88.3
The max. temperature during the corresponding period of the past year	...	91.0
The mean humidity during the past ten days	...	0.81
The mean humidity during the corresponding period of the past year	...	0.85
		Inches.
The total fall of rain from 22nd to 31st	{ by lower rain gauge	5.07
	{ by anemometer gauge	4.46
Ditto ditto average of seventeen previous years	...	1.69
Ditto between the 1st January and the 31st October	...	93.31
Ditto ditto ditto ditto, average of seventeen previous years...	...	67.94

CALCUTTA,
The 3rd November 1871.

GOPEKNAUTH SEN,
In charge of the Observatory.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Kendraparah Canal during the month of September 1871.

DISTANCE FROM CUTTACK TO TERMINAL LOCK AT TIDE WATER, 42 MILES.

[illegible]

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the First Section of the High Level Canal during the month of September 1871.

LENGTH OF CANAL OPEN, 26 MILES.

LOCAL TRAFFIC.					STORES AND MATERIALS FOR IRRIGATION WORKS.					ABSTRACT.				
Number of boats.	Nature of cargo.	Approxi- mate value of cargo.	TONNAGE.		Ton mile- age.	Tollage.	Number of boats or rafts.	Nature of cargo.	Approxi- mate value of cargo.	TONNAGE.		Ton mile- age.	Tollage.	Number of boats.
			Mauuds.	Tons.						Mauuds.	Tons.			
		Rs. As. P.				Rs. As. P.			Rs. As. P.				Rs. As. P.	
1	Moolce bamboo	3 0 0	384	...	...	0 2 4	21	Empty	...	4 182	...	...	4 12 4	43
8	Firewood	75 0 0	1,801	...	...	10 4 0	9	Firewood	...	5 457	...	...	20 14 0	43
2	Luggage	180 0 0	235½	...	...	3 4 8	6	White stones	...	2,712½	...	...	40 1 0	...
2	Rice	55 0 0	138½	...	...	0 10 4	2	Treasure	...	48	...	...	0 7 2	...
3	Jaggery	550 0 0	375½	...	...	3 1 7	1	Teak wood	...	398	...	...	5 10 0	...
20	Empty	...	919½	...	...	6 1 1	2	Charcoal	...	1,188	...	...	5 14 0	...
1	Paddy	60 0 0	164½	...	...	0 12 0	1	Furniture	...	441	...	...	6 6 0	...
5	Passengers	...	...	...	...	0 10 7	1	Steamer	...	980	...	...	9 8 0	...
1	Palkee	25 0 0	...	...	...	0 4 0	...	...	...	...	...	...	...	...
43		958 0 0	3,671	131	1,685	25 2 8	43		10,530 0 0	15,762	583	10,133	137 5 6	86
									11,488 0 0			11,798	162 8 2	

The tonnage shown is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Taldundah Canal during the month of September 1871.

LENGTH OF CANAL OPEN, 14 MILES.

LOCAL TRAFFIC.					STORES AND MATERIALS FOR IRRIGATION WORKS.					ABSTRACT.					REMARKS.				
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mile- age.	Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats	Nature of traffic.	Value of traffic.	Ton mileage	Tollage.	
			Maunds	Tons.						Maunds.	Tons.								
4	Paddy	530 0 0	1,716½	4 4 8	29	Rubble	343 0 0	12,434	31 1 4	161	Irrn. works	6,439	37,353	243 11 4	The tonnage shown is that of the boats and not of the cargo.
3	Fuel	48 0 0	886½	...	...	2 7 5	32	Laterite	815 0 0	41,414	...	...	103 8 7	15	Local	578	492	9 3 5
7	Empty	...	935½	...	...	2 5 4	6	Lime	99 0 0	5,763	...	...	14 6 6	...	...	...	...	...
1	Demurrage for half day, 4 annas per day.	...	...	...	...	0 2 0	4	Cill	153 0 0	1,912½	...	...	4 12 6	...	...	...	...	...
...	...	...	...	...	...	...	3	Lock gates	6,000 0 0	1,738½	...	...	4 5 6	...	...	...	...	...
...	...	...	...	...	...	...	3	Sand cut stone	90 0 0	1,313	...	...	3 4 8	...	...	...	...	...
...	...	...	...	...	...	...	2	Stone shoots	48 0 0	694	...	...	1 11 9	...	...	...	...	...
...	...	...	...	...	...	...	83	Empty	...	32,217½	...	...	83 8 8	...	...	...	...	...
15		578 0 0	3,638	130	452	9 3 5	161		8,439 0 0	97,430	3,481	37,303	243 11 4	176		9,017	37,785	252 14 9	

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Machgong Canal during the month of September 1871.

LENGTH OF CANAL OPEN, 15 MILES.

STORES AND MATERIALS FOR IRRIGATION WORKS.							ABSTRACT.							REMARKS.
Number of boats or rafts.	Nature of cargo.	Ap- proxi- mate value of cargo.	TONNAGE.		Ton mile- age.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mile- age.	Tollage.		
			Maunds	Tons.										
		Rs.				Rs. As. P			Rs. As. P			Rs. As. P.		
2	Laterite	22	675	...	...	1 11 0	4	Irrig. works.	22 0 0	36	180	2 8 0
2	Empty	...	337	...	...	0 13 0	...		...	...		.....
4		22	1,012	36	180	2 8 0	4		22 0 0	36	180	2 8 0		

The tonnage shown is that
of the boats and not of the
cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of September 1871.

LENGTH OF CANAL OPEN, 24 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.			
Number of boats.	Nature of cargo.	Approximate weight of cargo.	Tonnage.		Ton mileage.	Tollage.	Number of boats or rupia.	Nature of cargo.	Approximate weight of cargo.	Tonnage.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Weight of traffic.	Value of traffic.	Tonnage.		Rs. As. P.			
			Approximate value of cargo.	Maunds. Tons.						Approximate value of cargo.	Maunds. Tons.							Tons.	Ton mileage.		Tons.	Ton mileage.	
16	Coal	Mds. 3,536	Rs. 1,235	6,600	...	Rs. As. P. 28 12 6	1	Mathematical Instrument	37	Rs. 2,000	50	...	Rs. As. P. 0 3 0	2,613	Local	1,92,241	5,93,381	11,454	1,03,373	1,572 14 6	Rs. As. P. 58 0 10 3		
26	Cotton	2,307	41,390	6,750	...	32 12 6	1	Gunny bags	37	75	50	...	0 3 0	3	Irrigation..	114	2,275	5	...	...	...
17	Firewood	1,945	653	4,550	...	19 7 6	...	Passengers, No. 2	...	...	...	...	0 0 3	...	...	...	...	...	...	...	...
59	Grain	5,092	8,071	11,275	...	47 4 6	1	Iron Chest ..	40	2,00	50	...	0 4 0	...	...	...	...	...	...	...	...
19	Hides and horns	1,772	30,932	3,400	...	14 14 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
77	Jaggery and sugar.	7,219	25,018	16,430	...	63 3 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
56	Metal	4,941	14,854	14,850	...	59 6 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
243	Miscellaneous ..	7,856	15,955	27,110	...	113 6 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
83	Oil and oil seeds	12,820	48,537	25,925	...	93 2 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30	Paddy and Rice	2,423	3,828	5,050	...	21 0 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
97	Piece goods	2,680	1,21,819	16,675	...	67 2 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
59	Garden produce	4,600	6,456	10,800	...	41 7 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
63	Pottery	3,556	613	11,975	...	46 4 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
68	Salt	11,998	46,967	23,275	...	108 15 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
34	Silk and indigo	570	61,782	4,950	...	22 11 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	Jute	461	1,840	1,375	...	5 2 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21	Straw	2,815	758	6,025	...	29 9 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27	Tobacco	2,992	18,863	7,050	...	34 8 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8	Tiles	750	85	1,100	...	4 1 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	Shooting	1,325	277	2,175	...	10 14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21	Sand	40,675	231	9,200	...	34 8 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Raft of timber	...	140	...	...	0 16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
608	Empty boats	...	...	1,06,000	...	523 12 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
982	Passengers, No. 15,311.	...	...	...	...	131 3 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11	Police boats	...	...	...	...	23 10 3	3	...	114	2,275	150	5	58	2,616	...	1,92,355	5,85,635	11,459	1,03,429	1,573 8 9	...
2,613	Revenue.	1,92,241	5,93,380	3,20,730	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

The tonnage shown is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Hidgelee Tidal Canal during the month of September 1871.

LENGTH OF CANAL OPEN, 26 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.				
Number of boats.	Nature of cargo.	Approximate weight of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of cargo.	Approximate weight of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Ton mileage.	Tollage.	REMARKS.			
				Maunds.	Tons.							Maunds.	Tons.											
415	Paddy	45,034	36,769	83,490	...	...	Rs. 811 8 3	1	Machinery	45	600	75	...	...	Rs. As. P.	5	Irrigation	1,130	422	5 2 0	
24	Rice	3,385	5,310	7,250	...	...	42 1 3	1	Chain	40	60	80	...	...	0 13 6	1,250	Local	1,29,892	1,79,966	1,664 8 9	
11	Firewood	890	233	1,925	...	...	27 2 6	1	Lime	150	30	250	...	...	2 13 0	...	...	...	...	...
1	Beams	90	70	150	...	...	3 7 0	2	Empty	...	...	50	...	...	0 9 0	...	...	...	...	...
10	Timber, No. 244	1,078	2,363	825	...	...	32 5 9	...	...	...	...	...	...	...	...	...	...	...	...	...
6	Straw	666	60	1,155	...	...	6 13 8	...	...	...	...	...	...	...	...	...	...	...	...	...
4	Turnerind	170	48	280	...	...	4 9 0	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Mustard	18	39	60	...	...	0 9 0	...	...	...	...	...	...	...	...	...	...	...	...	...
6	Vegetable	554	...	225	...	...	1 2 0	...	...	...	...	...	...	...	...	...	...	...	...	...
27	Passengers, No. 142	...	...	47,019	...	...	359 1 9	...	...	...	...	...	...	...	...	...	...	...	...	...
538	Empty	...	...	16,590	...	...	133 4 6	...	...	...	...	...	...	...	...	...	...	...	...	...
68	Tobacco	4,360	33,084	180	...	...	1 1 0	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Skins	40	582	1,105	...	...	12 2 3	...	...	...	...	...	...	...	...	...	...	...	...	...
20	Betel	207	50	75	...	...	0 13 6	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Furniture	45	193	1,975	...	...	12 2 6	...	...	...	...	...	...	...	...	...	...	...	...	...
15	Pottery	202	57	105	...	...	0 11 3	...	...	...	...	...	...	...	...	...	...	...	...	...
2	Jute	24	195	385	...	...	1 14 9	...	...	...	...	...	...	...	...	...	...	...	...	...
4	Jaggery	320	3,900	1,325	...	...	6 10 0	...	...	...	...	...	...	...	...	...	...	...	...	...
4	Sugar-candy	49	2,300	375	...	...	2 11 6	...	...	...	...	...	...	...	...	...	...	...	...	...
4	Thread	1,400	6,040	3,350	...	...	18 4 0	...	...	...	...	...	...	...	...	...	...	...	...	...
10	Mats	100	65	350	...	...	1 12 0	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Baskets	1,060	80	1,600	...	...	6 0 0	...	...	...	...	...	...	...	...	...	...	...	...	...
4	Shoofing	35	11	250	...	...	1 4 0	...	...	...	...	...	...	...	...	...	...	...	...	...
2	Kus fruit	200	16	350	...	...	1 12 0	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Sand	165	22	275	...	...	1 6 6	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Koomba stick	6,825	27,840	14,340	...	...	104 14 6	...	...	...	...	...	...	...	...	...	...	...	...	...
24	Salt	900	2,715	1,840	...	...	14 8 3	...	...	...	...	...	...	...	...	...	...	...	...	...
11	Corn	288	480	480	...	...	2 11 9	...	...	...	...	...	...	...	...	...	...	...	...	...
2	Water	100	2,200	400	...	...	2 0 0	...	...	...	...	...	...	...	...	...	...	...	...	...
2	Cotton	200	700	675	...	...	6 5 6	...	...	...	...	...	...	...	...	...	...	...	...	...
2	Sugar	825	1,400	1,375	...	...	6 14 0	...	...	...	...	...	...	...	...	...	...	...	...	...
2	Iron	15	1,200	175	...	...	0 14 0	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Clothes	60	60	180	...	...	0 14 6	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Oil cake	48	20	80	...	...	0 6 6	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Mango	80	10	160	...	...	0 12 0	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Bricks	571	1,650	1,100	...	...	8 12 3	...	...	...	...	...	...	...	...	...	...	...	...	...
5	Nuts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1,260		70,145	1,29,892	1,93,709	6,921	1,79,966	1,664 8 9	5		235	1,130	455	19	422	5 2 0	1,255		1,31,022	6,937	1,80,378	1,669 10 9			

N.B.—The tonnage shown above is that of the boats and not of the cargo.

CALCUTTA,
The 7th November 1871.G. A. SEARLE, Lieutenant-Colonel, S. C.,
Offg. Asst. to Chief Engr., and Jt.-Secy., P. W. D., Irrigation Branch, Bengal.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 7th October 1871, on 1,280 miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.			
		Rs. As. P.	£	s. d.	Mds. Srs.	Rs. As. P.	£	s. d.	£ s. d.
Total traffic for the week ...	92,666	1,14,627 0 0	10,507	10 2	416,718 20	2,44,014 5 0	22,551	6 3	33,058 16 5
Or per mile of railway		89 8 10	8	4 1	.....	192 3 2	17	12 5	25 16 6
For previous 13 weeks of half-year	1,164,493	13,48,825 0 0	123,612	6 7	5,206,090 0	30,58,206 11 3	280,341	2 3	403,063 8 10
Total for 14 weeks ...	1,267,159	14,63,452 12 0	134,140	16 9	5,622,808 20	33,04,281 0 3	302,892	8 6	437,042 5 3
COMPARISON.									
Total for corresponding week of previous year ...	87,354½	1,27,018 1 3	11,643	6 5	373,127 10	3,06,400 1 1	28,086	13 6	39,729 19 11
Per mile of railway corresponding week of previous year	.....	112 4 1	10	5 10	.....	270 12 8	24	16 5	35 2 3
Total to corresponding date of previous year	12,74,008	16,58,731 10 2	152,050	8 0	6,590,332 0	46,87,871 4 9	429,721	10 9	581,771 18 9

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 7th October 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,175	7,639 13 7	700 6 5	44,378 30	10,964 7 9	1,005 1 6	1,705 7 11
Or per mile of railway ...	...	34 4 2	3 2 10	...	49 2 8	4 10 1	7 12 11
For previous 13 weeks of half-year ...	46,123½	1,07,743 10 0	9,876 10 0	457,667 10	1,18,109 4 0	10,826 13 7	20,703 3 7
Total for 14 weeks ...	49,298½	1,15,383 7 7	10,576 16 5	502,046 0	1,29,073 11 9	11,831 15 1	22,408 11 6
COMPARISON.							
Total for corresponding week of previous year ...	3,894½	10,572 13 7	969 3 7	28,652 30	8,751 2 2	802 3 8	1,771 7 3
Per mile of railway corresponding week of previous year ...	...	47 6 7	4 6 11	...	39 3 11	3 1 11	7 18 10
Total to corresponding date of previous year ...	46,340	1,20,558 3 3	11,051 3 4	247,734 10	76,605 12 9	7,022 3 11	18,073 7 3

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 7th October 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	21,781½	11,322 15 0	1,037 18 0	17,564 28½	4,866 2 3	446 1 3	1,484 0 0
Or per mile of railway ...	139	72 5 7	6 12 8	112 0	31 1 0	2 17 0	9 9 8
For previous 14 weeks of half-year ...	341,677	1,72,102 3 1	15,770 0 8	1,140,442 5½	4,10,086 15 6	38,196 5 11	53,972 6 7
Total for 15 weeks ...	363,458½	1,83,425 2 1	16,813 19 5	1,164,006 34	4,31,553 1 0	38,642 7 2	55,456 6 7
COMPARISON.							
Total for corresponding week of previous year ...	25,450	11,880 2 6	1,089 0 3	1,71,000 3	43,084 7 7	4,041 1 7	5,130 1 10
Per mile of railway corresponding week of previous year ...	225	104 14 5	9 12 4	1,518 0	389 4 3	35 13 8	45 6 0
Total to corresponding date of previous year ...	352,402	1,79,203 2 9	16,420 19 4	1,074,288 30	3,60,611 7 4	33,606 1 1	50,033 0 5

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 7th October 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,864	609 2 6	60 18 4	14,388 0	439 14 3	43 19 9	110 18 1
Or per mile of railway ...	138	23 14 5	2 7 10	514 0	15 11 4	1 11 5	3 19 3
For previous weeks of half-year ...	...	...	...	...	...	...	...
Total for 1 week ...	3,864	609 2 6	60 18 4	14,388 0	439 14 3	43 19 9	110 18 1
COMPARISON.							
Total for one day of previous year ...	836	159 4 9	15 18 7	3,864 20	135 14 0	13 11 9	29 10 4
Per mile of railway corresponding week of previous year ...	30	5 11 0	0 11 5	138 0	4 13 3	0 9 8	1 1 1
Total to corresponding date of previous year ...	836	159 4 9	15 18 7	3,864 20	135 14 0	13 11 9	29 10

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 14th October 1871, on 1,280 miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.			Total Traffic Receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.		
		Rs. As. P.	£ s. d.	Mds. S.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ..	93,560	1,27,667 13 9	11,701 19 4	405,733 10	2,02,504 14 0	26,821 4 0	38,523 3 4
Or per mile of railway ...		99 11 9	0 2 10		228 0 5	20 10 1	30 1 11
For previous 14 weeks of half-year	1,257,159	14,63,452 12 0	134,149 16 9	5,022,608 20	33,04,281 0 3	302,892 8 6	437,042 5 3
Total for 15 weeks ...	1,350,719	15,91,110 9 9	145,851 1 1	6,118,541 30	35,96,875 14 3	329,713 12 0	475,565 8 7
COMPARISON.							
Total for corresponding week of previous year ...	95,443	1,47,235 4 11	13,400 11 5	346,383 30	2,28,855 7 6	20,978 8 4	34,474 19 0
Per mile of railway corresponding week of previous year ...		130 2 0	11 18 7	.....	202 4 1	18 10 9	30 9 4
Total to corresponding date of previous year ...	1,369,451	18,05,906 15 1	165,540 10 5	6,934,715 30	49,16,720 12 3	450,000 19 1	616,240 18 6

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 14th October 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ..	3,390	9,834 12 10	901 17 9	47,422 30	13,844 14 3	1,269 9 8	2,171 7 5
Or per mile of railway ..	...	44 1 11	4 0 11	...	62 1 8	5 13 10	9 14 0
For previous 14 weeks of half-year	48,298	1,15,393 7 7	10,570 16 5	502,640 0	1,29,073 11 9	11,531 15 1	22,404 11 6
Total for 15 weeks ...	51,687	1,25,222 4 5	11,478 14 2	549,408 30	1,42,922 10 0	13,101 4 9	24,579 18 11
COMPARISON.							
Total for corresponding week of previous year	3,890	10,900 14 2	909 5 0	37,640 30	12,558 5 11	1,151 3 9	2,150 5 0
Per mile of railway corresponding week of previous year	...	48 14 1	4 9 7	...	56 5 1	5 3 3	9 12 10
Total to corresponding date of previous year	60,230	1,31,460 1 5	12,050 8 4	285,375 0	89,164 2 8	8,173 7 8	20,223 16 0

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 14th October 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ..	24,175	13,451 8 9	1,233 1 0	8,314 10	624 1 7	57 4 2	1,290 5 2
Or per mile of railway ..	154	85 15 3	7 17 7	53 0	3 15 10	0 7 4	8 4 11
For previous 15 weeks of half-year	303,458	1,83,425 2 1	10,813 19 5	1,164,006 34	4,21,453 1 9	38,612 7 2	55,450 0 7
Total for 16 weeks ...	327,633	1,96,876 8 10	14,017 0 5	1,172,321 4	4,22,077 3 4	38,690 11 4	56,746 11 9
COMPARISON.							
Total for corresponding week of previous year	20,410	13,230 4 0	1,213 6 7	90,000 4	23,010 1 10	2,192 11 8	3,405 19 3
Per mile of railway corresponding week of previous year	...	116 14 0	10 14 3	...	211 3 4	19 7 3	30 1 6
Total to corresponding date of previous year	378,881	1,92,439 7 6	17,040 5 11	1,765,198 3	3,90,530 9 2	35,798 12 0	53,438 18 8

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 14th October 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	3,923	650 10 9	65 13 4	15,402 20	461 11 9	46 3 6	111 10 10
Or per mile of railway ...	140	23 7 3	2 6 11	552 0	16 7 10	1 13 0	3 19 11
For previous 1 week of half-year ...	3,864	669 2 0	66 18 4	14,388 0	439 14 3	43 10 9	110 18 1
Total for 2 weeks ...	7,787	1,325 13 3	132 11 8	29,850 20	901 10 0	90 3 3	222 14 11
COMPARISON.							
Total for corresponding week of previous year	4,360	857 0 0	85 14 0	11,532 0	367 11 3	36 15 5	122 0 6
Per mile of railway corresponding week of previous year	156	30 9 0	3 1 3	412 0	13 2 1	1 6 3	4 7 6
Total to corresponding date of previous year	5,190	1,016 4 9	101 12 7	15,896 20	503 9 3	50 7 2	151 19 9

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 21st October 1871, on 1,280 miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total Traffic Receipts.
	Number of passengers.	Coaching receipts.			Weight carried.	Receipts.			
		Rs. As. P.	£ s. d.		Mds. Srs.	Rs. As. P.	£ s. d.		£. s. d.
Total traffic for the week	112,193	1,55,306 8 1	14,236	8 7	491,045 20	2,80,255 0 3	25,690 0 10	39,926 9 5	
Or per mile of railway		121 5 4	11 2 5		.....	218 15 2	20 1 5	31 3 10
For previous 15 weeks of half-year	1,350,719	15,91,110 9 9	145,851 16 1		6,118,541 30	35,96,875 14 3	329,713 12 6	475,563 8 1	
Total for 16 weeks ...	1,462,912	17,46,417 1 10	160,088 4 8		6,609,587 10	38,77,130 14 6	355,403 13 4	515,401 18 0	
COMPARISON.									
Total for corresponding week of previous year	93,527½	1,44,310 7 9	13,228 9 3		400,034 10	3,32,876 9 9	30,513 18 9	46,742 3 0	
Per mile of railway corresponding week of previous year ...	.....	127 8 7	11 13 10		.	294 3 1	26 19 4	36 13 2
Total to corresponding date of previous year	1,462,978½	18,50,277 6 10	178,775 8 8		7,420,750 0	52,40,603 6 0	481,213 12 10	659,949 1 6	

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 21st October 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ..	3,882	9,904 14 1	907 18 11	40,041 0	14,400 6 8	1,320 17 4	2,228 16 3
Or per mile of railway ..		44 6 8	4 1 5	.....	64 9 10	5 18 6	9 10 11
For previous 15 weeks of half-year	51,907½	1,25,222 4 5	11,478 14 2	549,408 30	1,42,922 10 0	13,101 4 9	24,579 18 11
Total for 16 weeks ...	55,579½	1,35,127 2 6	12,386 13 1	599,509 30	1,57,333 0 6	14,422 2 1	26,804 15 2
COMPARISON.							
Total for corresponding week of previous year ...	4,640½	13,597 5 5	1,246 8 5	24,193 30	8,923 6 5	808 16 3	2,055 4 8
Per mile of railway corresponding week of previous year ...	.....	60 15 7	5 11 9	.....	39 9 1	3 12 7	9 4 4
Total to corresponding date of previous year ...	54,879½	1,45,056 6 10	13,296 16 9	300,568 30	97,987 9 1	8,992 3 11	22,279 0 8

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 21st October 1871, on 166½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	28,817	17,512 4 8	1,603 5 11	6,028 1	1,546 14 11	145 9 4	1,760 15 3
Or per mile of railway ...	184	111 14 5	10 5 2	39 0	10 2 3	0 18 7	11 3 9
For previous 16 weeks of half-year	387,933½	1,96,870 8 10	18,047 0 5	1,172,321 4	4,22,077 3 4	38,609 11 4	56,746 11 9
Total for 17 weeks ...	416,450½	2,14,388 13 6	19,652 6 4	1,178,347 5	4,23,654 2 3	38,845 0 8	58,407 7 0
COMPARISON.							
Total for corresponding week of previous year ...	23,358	13,952 14 0	1,279 0 3	103,528 30	24,820 13 3	2,275 4 10	3,554 5 1
Per mile of railway corresponding week of previous year ...	200	123 3 3	11 5 10	914 0	219 2 9	20 1 10	31 7 8
Total to corresponding date of previous year ...	402,239½	2,00,392 5 6	18,919 6 2	1,408,720 33	4,15,351 6 5	38,073 17 7	56,993 3 9

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 21st October 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ..	4,090	781 10 0	76 3 8	15,480 0	498 2 9	49 16 4	125 19 7
Or per mile of railway ...	146	27 3 3	2 14 5	547 0	17 13 8	1 15 7	4 10 0
For previous 2 weeks of half-year	7,787½	1,325 13 3	132 11 8	29,850 20	901 10 0	90 3 3	222 14 11
Total for 3 weeks ...	11,877½	2,087 7 3	208 14 11	45,739 20	1,399 13 9	139 19 7	348 14 0
COMPARISON.							
Total for corresponding week of previous year ...	4,627	906 15 6	90 13 11	12,208 0	394 8 0	39 9 0	130 2 11
Per mile of railway corresponding week of previous year ...	165	32 6 8	3 4 10	436 0	14 1 5	1 8 2	4 13 0
Total to corresponding date of previous year ...	9,823½	1,923 4 3	192 6 6	27,504 20	898 1 3	89 16 2	282 2 8

No. 46

of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, NOVEMBER 15, 1871.

OFFICIAL PAPERS.

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Rainfall, Weather and State and Prospects of the Crops.

Statement showing Rainfall, Weather and State and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 11th November 1871.

No.	District.	Date of return from each district.	Rainfall at Sulder Station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
1	Bhaugulpore	Nov. 11th	0	Favorable	Good on the whole, but a little more rain is wanted.	
2	Monghyr	" 11th	0	Very good	Good.	
3	Purneah	Oct. 28th	0	Hot	Rice promising; cold weather crops sown.	Fever has broken out in some places.
4	Rajmehal	Nov. 11th	0	Fair and cool	Want of rain continues to be felt.	Fever still prevailing.
5	Deoghur	" 11th	0	Fair and hot	Rice suffering from want of rain.	
6	Nya Doomka	" 11th	0	Hot	Outturn of rice not good; cold weather crops gloomy from want of rain.	
7	Godda	" 11th	0	Dry	Good	Cholera and fever very prevalent.
8	Pakour.	" 11th	0	Seasonable	Satisfactory.	
9	Jamtara	" 11th	0	Dry and fine	Rice good; cold weather crops promising.	
10	Patna	" 11th	0	Dry	Rice ripening. A little more rain necessary for the cold weather crops.	
11	Gya	" 11th	0	Cool mornings and evenings. Fair.	Rice good; cold weather crops being sown.	
12	Chumparun	" 11th	0	Fine and seasonable.	Cold weather crops are improving; the remaining rice is nearly ripe.	
13	Sarun	" 11th	0	Dry and fine	Rice promising; cold weather crops being sown.	
14	Shahabad	" 11th	0	Fine	All crops promising well.	
15	Tirhoot	" 11th	0	Cool	Flourishing.	
16	Rajshahye	" 9th	0	Good	Excellent.	
17	Bogra	" 3rd	0	Clear and fine	Generally good, but high land rice is suffering from want of rain.	
18	Dinagoporo	" 11th	0	Fair	Good.	
19	Maldah	" 11th	0	Fine	Generally favorable	Many cattle dying.
20	Moorshedabad	" 11th	0	Fine & seasonable	Good.	
21	Pubna	" 7th	0	Fair and cool	Good, but a little more rain is wanted in some parts.	
22	Rungpore	" 11th	0	Fair	Favorable.	
23	Burdwan	" 11th	0	Cool	Want of rain continues to be felt.	
24	Bancoorah	" 11th	0	Fine	Good, but a full crop is not expected.	
25	Beerbhoom	" 11th	0	Clear	The flood-surviving rice is very good; it is getting ripe.	
26	Hooghly	" 11th	0	Favorable	Satisfactory.	
27	Howrah	" 11th	0	Dry and cool	Very good.	
28	Midnapore	" 10th	0	Dry and sunny	Cold weather crops sown on less land owing to want of cattle and late subsidence of the floods, but the crops are doing well.	Fever prevailing at Kishnaghur and some other places. Cattle disease doing much mischief.
29	Nuddea	" 11th	0	Fine	Rice, where not destroyed by the floods, is good. Cold weather crops progressing favorably.	
30	Jessore	" 10th	0	Fair	Good.	
31	24-Pergunnahs	" 11th	0	Fair	Good.	
32	Dacca	" 10th	0	Fair	Good.	
33	Backergunge	" 11th	0	Sunny	Favorable.	
34	Furreedpore	" 11th	0	Cool and pleasant	Excellent.	
35	Mymensingh	" 3rd	0	Fair	Good.	
36	Sylhet	" 4th	0	Cool at morning and evening, and hot during the day.	Good.	
37	Cachar	" 4th	0	Fair	Very good.	
38	Chittagong	" 3rd	0	Fine	Generally favorable.	
39	Noakhally or Bulloah.	" 3rd	0	Fair	Good.	
40	Tipperah	" 10th	0	Fine	Good.	

No.	District.	Date of return from each district.	Rainfall at Sudder Station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
41	Hill Tracts of Chit-tagong.	Nov. 4th	0	Fair	... Good.	Prices of rice rising owing to large purchases by Dekhan merchants.
42	Cuttack	.. 11th	0	Fair	... Crops being reaped.	
43	Balasore	.. 11th	0	Seasonable	... Excellent; rice nearly ripe.	
44	Pooree	.. 3rd	0	Fine and cool	... Generally fair, though in some places rice has totally been destroyed.	
45	Hazareebaugh	.. 11th	0	Dry	... Favorable on the whole, but more rain wanted in some places.	
46	Lohardugga	.. 10th	0	Fine	... Good. More rain necessary for cold weather crops, in Palamow especially.	
47	Maunbhoom	.. 11th	0	Fine	... Rice much injured; cold weather crops do not promise well.	
48	Singbhoom	.. 3rd	0	Seasonable	... Very favorable; in some places more rain is necessary.	
49	Durrung	Oct. 27th	2.1	Rain and sun	... Good; rain has been beneficial.	
50	Nowgong	Nov. 3rd	0.4	Cloudy	... Good	
51	Socbsaugor	.. 4th	0.9	cool and healthy.	un- Satisfactory	*No information.
52	Kamroop	.. 4th	0	Dry	... Favorable.	
53	Luckimpore	.. 4th	*	Cool	... Satisfactory.	
54	Khasi and Jynteah Hills.	.. 3rd	0	Very fine	... Good.	
55	Naga Hills	Oct. 28th	2.4	High wind, rain, thunder, and lightning, cold and wet.	... All sorts of rice being cut; a few days' dry weather necessary to bring the cotton crop to maturity.	
56	Julpigoree	Nov. 10th	0	Fair	... Fair, but more rain required.	
57	Gowalparah.	.. 4th	0.2	Fair	... Cotton very good.	
58	Garo Hills	.. 11th	0.2	Fair and healthy.	... Favorable.	
59	Darjeeling	.. 4th	0	Seasonable	... Fair.	
60	Cooch Behar	.. 4th	0	Seasonable	... Fair.	

N. B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 14th November 1871.

R. H. WILSON,
Offg. Under-Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISIONS.	Stations.	Rainfall from 23rd Oct. to 30th Oct. 1871.	Rainfall from 30th Oct. to 5th Nov. 1871.	RAINFALL FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	0.10	Nil	56.28	5th Nov. 1871.	
	{ Jail ...	0.18	ditto	50.23	ditto.	
	False Point ...	7.55	Not received	89.09	29th Oct. 1871.	
	Jajpore ...	Not received	ditto	83.72	8th Oct. 1871.	
	Kendraparah ...	ditto	ditto	44.80	ditto.	
	Jugutampore ...	ditto	ditto	47.93	ditto.	
	Sambulpore ...	ditto	ditto	41.70	22nd Oct. 1871.	
	Balasore ...	4.40	Nil	63.86	5th Nov. 1871.	
	Bhuddruck ...	0.75	ditto	52.98	ditto.	
CHOTA NAGPORE.	Pooroo ...	1.18	ditto	55.32	ditto.	
	Khoordah ...	0.70	Not received	56.42	20th Oct. 1871.	
	Hazareebaugh ...	0.06	Nil	55.66	5th Nov. 1871.	
	Burhee ...	Nil	Not received	49.02	29th Oct. 1871.	
	Pachamba ...	0.09	Nil	57.32	5th Nov. 1871.	
	Ranchee ...	Nil	ditto	61.43	ditto.	
	Palamow ...	ditto	Not received	51.56	29th Oct. 1871.	
	Purulia ...	0.14	Nil	61.20	5th Nov. 1871.	
	Gobindpore ...	0.07	ditto	53.91	ditto.	From 12th June.
PATNA.	Chyebasani ...	0.60	ditto	58.42	ditto.	
	Patna ...	0.12	ditto	50.32	ditto.	
	Behar ...	Nil	Not received	51.22	29th Oct. 1871.	
	Barh ...	0.23	ditto	37.61	ditto.	
	Dinapore ...	0.31	Nil	58.08	5th Nov. 1871.	
	Gya ...	0.04	Not received	47.07	29th Oct. 1871.	
	Sherghotty ...	Nil	Nil	40.17	5th Nov. 1871.	Not received 16th to 22nd Oct.
	Nowadah ...	ditto	ditto	53.00	ditto.	Not received 2nd to 8th Oct.
	Arungabad ...	ditto	ditto	39.33	ditto.	
BRAHMAPUTRA.	Chumparun ...	Not received	Not received	50.53	8th Oct. 1871.	
	Bettiah ...	ditto	ditto	61.93	ditto.	From 5th June.
	Chuprah ...	0.85	Nil	75.67	5th Nov. 1871.	
	Sewan ...	Nil	ditto	83.61	ditto.	
	Mozufferpore ...	0.33	ditto	70.62	ditto.	
	Durbhangah ...	1.16	ditto	78.70	ditto.	Not received 9th to 22nd Oct.
	Seotamarce ...	Not received	Not received	03.80	8th Oct. 1871.	
	Taiyore ...	Nil	Nil	52.98	5th Nov. 1871.	Not recorded 6th to 19th March
	Mudhubani ...	ditto	ditto	60.61	ditto.	From 1st April, and not received 10th to 22nd Oct.
BRAHMAPUTRA.	Hajipore ...	0.48	ditto	50.92	ditto.	From 22nd May.
	Arrah ...	0.10	ditto	60.89	ditto.	
	Buxar ...	0.30	Not received	72.48	29th Oct. 1871.	
	Sasseram ...	Nil	ditto	52.55	ditto.	
	Bhubhoobah ...	ditto	Nil	61.37	5th Nov. 1871.	
	Benares ...	ditto	ditto	55.13	ditto.	
	Bhangulpore ...	Not received	Not received	37.62	8th Oct. 1871.	
	Mudheypoorah ...	0.10	ditto	50.23	29th Oct. 1871.	
	Banka ...	Nil	Nil	49.24	5th Nov. 1871.	
BRAHMAPUTRA.	Scoopool ...	0.03	ditto	32.29	ditto.	From 14th August.
	Monghyr ...	ditto	ditto	58.02	ditto.	
	Jamooie ...	ditto	Not received	47.37	29th Oct. 1871.	
	Bagoosari ...	Not received	ditto	41.39	8th Oct. 1871.	
	Deoghur ...	Nil	Nil	56.52	5th Nov. 1871.	
	Jamtara ...	ditto	ditto	62.53	ditto.	From 13th February.
	Raymchal ...	ditto	ditto	73.50	ditto.	From 12th February, and not received 9th to 22nd Oct.
	Pakour ...	Not received	Not received	48.19	8th Oct. 1871.	From 21st May.
	Parneah ...	Nil	Nil	80.33	5th Nov. 1871.	
BRAHMAPUTRA.	Kishengunge ...	0.25	Not received	65.82	29th Oct. 1871.	From 13th June.
	Arraria ...	Not received	ditto	77.06	1st Oct. 1871	From 26th June.
	Rampore Beanleah ...	Nil	Nil	72.51	5th Nov. 1871.	
	Nattore ...	1.30	ditto	85.10	ditto.	
	Bograh ...	0.02	ditto	92.99	ditto.	
	Dinapore ...	0.02	ditto	70.41	ditto.	
	Maldah ...	0.25	ditto	61.69	ditto.	
	Berhampore ...	Nil	ditto	59.07	ditto.	
	Jungipore ...	ditto	ditto	63.15	ditto.	
BRAHMAPUTRA.	Lalbagh ...	0.04	ditto	62.40	ditto.	From 16th January.
	Jamookandi ...	Nil	Not received	64.86	29th Oct. 1871	From 17th April, and not received 18th to 24th Sept.
	Pubna ...	0.35	Nil	71.52	5th Nov. 1871.	
	Serajgunge ...	2.70	ditto	76.96	ditto.	
	Bungpore ...	Nil	ditto	94.15	ditto.	
	Bhowanigunge ...	ditto	ditto	67.31	ditto.	From 22nd January.
	Titulya ...	0.29	ditto	81.48	ditto.	
	Burdwan ...	0.46	ditto	68.35	ditto.	
	Cutwa ...	0.58	ditto	69.72	ditto.	Not received 16th to 22nd Oct.
BRAHMAPUTRA.	Oulna ...	1.00	Not received	64.21	29th Oct. 1871	Not received 16th to 22nd Oct.
	Bood-Bood ...	0.30	ditto	65.20	ditto.	Not received 16th to 22nd Oct.
	Bancoofah ...	0.52	Nil	61.40	5th Nov. 1871.	
	Raneegunge ...	0.18	ditto	54.88	ditto.	
	Sooree ...	1.04	ditto	61.61	ditto.	
	Hooghly ...	2.30	ditto	76.99	ditto.	
	Serampore ...	3.07	ditto	55.41	ditto.	From 20th March.
	Jehanabad ...	Not received	Not received	66.66	15th Oct. 1871	From 21st April.
	Howrah ...	4.51	Nil	93.86	5th Nov. 1871.	
BRAHMAPUTRA.	Midnapore ...	8.10	ditto	72.02	ditto.	
	Contai { Dy. Collr.'s Office ...	16.20	ditto	87.15	ditto.	Not received 16th to 22nd Oct.
	{ Engr.'s Office ...	17.80	Not received	100.62	29th Oct. 1871.	
	Gurbetta ...	0.42	Nil	62.05	5th Nov. 1871	From 6th February.
BRAHMAPUTRA.	Tumlook ...	8.80	ditto	70.78	ditto.	

DIVISION.	Stations.	Rainfall from 23rd to 29th Oct 1871.	Rainfall from 30th Oct. to 5th Nov. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENT.	Kishnaghur	1.02	Not received	60.55	29th Oct. 1871.	Not received 16th to 22nd Oct.
	Bongong	2.02	ditto	75.11	ditto	
	Banaghat	Not received	ditto	54.12	8th Oct. 1871.	
	Meherpore	1.58	ditto	03.21	29th Oct. 1871.	
	Choudangah	1.80	ditto	91.35	ditto.	From 16th February.
	Kooshtea	0.62	ditto	81.85	ditto.	
	Jessore	2.39	Nil	83.10	5th Nov. 1871.	
	Khoolnah	2.59	ditto	79.65	ditto	
	Jenidah	Not received	Not received	82.98	8th Oct. 1871	From 3rd April.
	Nurnil	ditto	ditto	58.26	ditto	
	Magoorah	ditto	ditto	37.71	ditto	
	Bagurhaut	ditto	ditto	76.82	ditto	
	Saugot Island	18.10	Nil	109.70	5th Nov. 1871.	Not received 2nd to 8th and 16th to 22nd Oct.
	Calcutta	5.07	ditto	93.31	ditto.	
	Alipore { Jail	5.21	ditto	97.63	ditto.	
	{ Hospital	5.11	Not received	96.39	29th Oct. 1871.	
	Barrackpore	Not received	ditto	81.52	1st Oct. 1871.	Not received 2nd to 8th October.
	Dum-Dum	4.57	ditto	70.51	29th Oct. 1871.	
	Baraset	3.37	ditto	60.26	ditto	
	Satkerah	3.78	ditto	73.78	ditto	
	Busseerhaut	Not received	ditto	74.56	15th Oct. 1871.	Not received 25th Sept. to 8th Oct.
	Diamond Harbour	9.80	ditto	89.99	29th Oct. 1871	
	Barriore	8.20	ditto	93.80	ditto	
Dacca.	Dacca { Telegraph Office	2.86	Nil	80.74	5th Nov. 1871	Not received 25th Sept. to 8th Oct.
	{ Jail	2.30	ditto	81.90	ditto.	
	Burrisaul	5.52	ditto	93.04	ditto.	
	Dowlat Khan	0.05	ditto	113.26	ditto	
	Perazepore	4.15	ditto	92.45	ditto.	From 5th June.
	Madaripore	1.70	ditto	79.70	ditto.	
	Furzedpore	1.35	ditto	92.16	ditto.	
	Goulundo	1.40	ditto	59.33	ditto	
	Mymensing	1.38	Not received	111.01	29th Oct. 1871.	From 22nd September.
	Jamalpore	0.24	ditto	78.09	ditto	
	Attch	2.85	Nil	103.65	5th Nov. 1871.	
	Kishoregunge	3.29	ditto	117.71	ditto.	
	Sylhet	5.95	Not received	144.09	29th Oct. 1871.	Not recorded 27th Feb. to 5th Mar.
	Cachar	2.27	ditto	91.37	ditto	
	Hylakandy	2.24	ditto	92.25	ditto.	
	Kojah	2.07	ditto	103.09	ditto.	
CHITTAGONG.	Chittagong { Telegraph Office	0.00	Nil	102.78	5th Nov. 1871	Not recorded since 6th August.
	{ Jail	5.86	ditto	107.17	ditto.	
	Cox's Bazar	4.91	Not received	163.09	29th Oct. 1871.	
	Rangamatee Hill	5.70	ditto	98.78	ditto.	
	Noakhully	12.15	Nil	132.83	5th Nov. 1871.	Not received 9th to 15th Oct.
	Tipperah	4.50	ditto	97.13	ditto.	
	Brahmanbaria	5.20	Not received	111.32	29th Oct. 1871.	
COOCH BEHAR.	Akyab	0.30	Nil	190.30	5th Nov. 1871	Not received 9th to 15th Oct.
	Cooch Behar	0.21	Not received	12.24	20th Oct. 1871.	
	Buxa	Nil	1.90	166.10	5th Nov. 1871.	
	Gopalpurah	0.44	Not received	85.09	29th Oct. 1871.	
	Dhoobree	Nil	0.40	67.53	5th Nov. 1871	Not recorded 27th Feb. to 5th Mar.
	Tura (Garro Hills)	0.86	Not received	107.54	29th Oct. 1871.	
	Darjeeling { Telegraph Office	Not received	ditto	121.39	15th Oct. 1871.	
	{ Jail	0.28	0.18	110.46	5th Nov. 1871.	
	Rungbee	Not received	Not received	190.51	30th Sept. 1871.	Not received 25th Sept. to 1st Oct.
	Palacottah	ditto	ditto	13.97	6th Aug 1871	
	Julpigooree	Nil	0.23	91.80	5th Nov. 1871.	
ASSAM.	Boda	ditto	Not received	64.05	29th Oct. 1871.	From 22nd February.
	Tezpor	2.07	ditto	80.18	ditto.	
	Nowgong	5.45	ditto	126.01	ditto	
	Mungledyo	1.47	ditto	60.41	ditto	
	Burpettah	0.15	ditto	77.19	ditto	From 18th February.
	Gowhatty	0.98	Nil	56.02	5th Nov. 1871.	
	Seebangor	2.54	Not received	114.95	29th Oct. 1871.	
	Jorehaut	2.69	ditto	90.76	ditto	
	Golaghat	3.77	ditto	105.58	ditto.	Not received 2nd to 8th Oct.
	Nazareth	2.75	ditto	108.63	ditto.	
	Debrooghur	Not received	ditto	103.52	22nd Oct. 1871.	
	Suddya	ditto	ditto	84.42	3rd Sept. 1871.	
	Shillong	2.00	ditto	69.40	29th Oct. 1871.	Not received 2nd to 8th Oct.
	Cherrapoonjee	8.03	ditto	313.65	ditto	
	Jaowai	8.87	ditto	120.60	ditto.	
	Sainoogoodting	2.43	ditto	57.02	ditto	

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 11th November 1871.

Meteorological Telegraphic Report for the period 5th to 11th November 1871.

STATIONS.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.	
					Dry.	Wet.		Direction.	Velocity.				
CALCUTTA.	Nov.												
	5th	10	30.044	30.082	79.5	70.5	63	W by S	...	...	C	
	16	29.921	29.939	84.5	68.5	40	W by S	...	...	C		
	6th	10	30.080	30.078	81.0	73.0	68	W N W	...	...	C	
	16	29.927	29.945	83.5	72.3	55	N by E	...	...	C		
	7th	10	30.015	30.036	79.5	72.4	69	N N E	...	...	C	
	16	29.905	29.923	82.1	73.0	63	N W	...	...	C		
	8th	10	30.022	30.040	78.6	73.0	73	N W	...	...	C	
	16	29.872	29.890	83.0	72.6	60	N by W	...	...	C, CS		
	9th	10	30.008	30.024	80.5	73.4	70	N by W	...	...	...
	16	29.873	29.891	83.5	71.1	51	N	...	...	CS		
	10th	10	30.004	30.023	79.7	71.5	64	N	...	...	...	b
16	29.870	29.888	83.0	71.5	54	N by W	...	...	K			
11th	10	29.980	29.998	78.8	71.5	67	N by W	...	...	...	b	
16	29.846	29.864	83.3	70.0	50	N N W	...	...	...	
BAGDOE ISLAND.	5th	10	30.047	30.053	81	74	70	N W	2.2*	...	C	b	
	16	29.948	29.954	84	73	58	N N W	6.7*	...	C	b		
	6th	10	30.063	30.069	80	75	78	NN W	6.3*	...	C	b, m	
	16	29.952	29.958	82	73	63	N	10.1*	...	CS	b, m		
	7th	10	30.038	30.014	80	74	74	N N W	7.7*	...	...	b, m
	16	29.916	29.923	83	77	75	N N W	6.0*	...	CS	b, m		
	8th	10	30.028	30.032	81	75	74	N N W	7.8*	...	K	b, m	
	16	29.904	29.910	82	73	63	N	8.1*	...	CS	b, m		
	9th	10	30.016	30.022	80	75	78	N N W	3.3*	...	N	b	
	16	29.898	29.904	84	71	50	N	9.4*	...	KS	b, m		
	10th	10	30.016	30.022	80	74	74	N W	2.4*	...	C	b, m	
	16	29.884	29.890	83	71	63	N W	5.7*	...	KS	b		
11th	10	29.983	29.988	80	74	74	N N W	5.1*	...	K	b		
16	29.864	29.870	83	71	52	N	6.5*	...	CS	b			
CHITTAGONG.	5th	10	29.938	30.050	79	70	61	N E	3.9*	...	CS,	b	
	16	29.850	29.901	82	72	59	N N E	2.6*	...	C	b		
	6th	10	29.955	30.067	81	73	63	N E	4.2*	...	C	b	
	16	29.857	29.908	84	73	53	Calm	3.0*	...	C	b		
	7th	10	29.938	30.050	78	71	69	N N E	4.1*	...	C	b	
	16	29.832	29.943	82	74	60	N W	5.4*	...	CS	b		
	8th	10	29.928	30.040	80	71	62	N N E	4.1*	...	CS	b	
	16	29.805	29.916	82	73	63	N W	4.8*	...	...		b
	9th	10	29.923	30.035	78	73	77	N N E	4.3*	...	...	b
	16	29.783	29.894	82	78	82	W N W	5.0*	...	...		b
	10th	10	29.916	30.029	76	72	81	N N E	4.2*	...	...	b
	16	29.778	29.890	81	72	62	N	1.0*	...	...		b
11th	10	29.906	30.019	77	70	68	N E	5.7*	...	...	b	
16	29.791	29.903	80	70	58	N W	4.0*	...	...		b	
MADRAS.	4th	10	29.948	29.978	84	70	70	N	10*	0.02	...	bc	
	16	29.808	29.898	84	77	71	N N E	15*	...	...		bc
	5th	10	29.967	29.997	83	77	75	N	11*	...	...	bc
	16	29.854	29.884	83	72	50	N	14*	...	...		b
	6th	10	29.884	29.914	78	73	77	N N W	14*	...	...	bc
	16	29.799	29.829	73	72	95	N by W	10*	2.08	...		o	
	7th	10	29.818	29.848	80	75	78	E S E	20*	1.81	...	o	
	16	29.791	29.821	75	73	90	S S E	12*	0.06	...		o	
	8th	10	29.910	29.940	75	73	90	...	...	1.68	...	bc
	16	29.809	29.839	78	75	80	S E by E	4*	0.02	...		o	
	9th	10	29.907	29.937	83	77	75	E S E	8*	3.41	...	bc	
	16	29.808	29.838	83	76	71	E S E	8*	...	...		bc
10th	10	29.923	29.953	85	78	71	E N E	11*	0.68	...	bc		
16	29.816	29.846	82	76	74	E	11*	...	...		bc	
CUTTACK.	4th	10	29.941	30.024	82	72	59	W N W	...	...	...	fair
	16	29.820	29.904	88	71	40	N N E	0.3*	...	...		fair
	5th	10	29.963	30.046	82	69	48	N W	...	...	...	fair
	16	29.850	29.932	86	69	38	N N E	0.8*	...	...		fair
	6th	10	29.926	30.009	82	70	52	N N W	...	...	...	fair
	16	29.875	29.957	84	70	48	N N E	0.4*	...	C		fair	
	7th	10	29.946	30.029	80	70	58	N N E	...	...	...	b, fair
	16	29.838	29.920	83	70	49	N N E	3.0*	...	C		fair	
	8th	10	29.940	30.029	81	71	59	N W	C		fair
	16	29.825	29.907	85	72	50	N N E	0.2*	...	KS, C		fair	
	9th	10	29.933	30.016	82	71	55	N N W	KS		fair
	16	29.825	29.907	84	70	46	N N E	0.3*	...	...		fair
10th	10	29.936	30.019	81	70	55	W	...	...	...	fair	
16	29.809	29.891	85	70	44	N N W	0.2*	...	...		b, fair	
11th	10	29.920	30.009	81	72	62	W S W	...	...	...	b, fair	
16	29.789	29.872	82	74	66	E N E	0.1*	...	KS		fair		
AYR.	5th	10	29.992	30.007	80	76	82	N E	1	...	C, CS	b	
	16	29.888	29.903	84	78	75	W N W	1	...	CK, CS		b*	
	6th	10	29.984	29.999	83	78	78	N	1	...	CS	b	
	16	29.896	29.911	86	80	75	W	1	...	C, CS		b	
	7th	10	29.969	29.984	81	75	74	E	1	...	CS	b	
	16	29.868	29.883	85	79	75	N W	1	...	CS, K		b	
	8th	10	29.909	29.984	81	76	78	N	1	...	CS, S	b	
	16	29.861	29.880	84	77	71	N W	1	...	CS, S		b	
	9th	10	29.967	29.972	78	79	73	E N E	1	...	C, CS	b	
	16	29.861	29.876	84	72	60	W	1	...	C, K		b	
	10th	10	29.963	29.967	80	74	74	N E	1	...	C, K	b	
	16	29.841	29.846	84	76	67	N W	1	...	C, K		b	
	11th	10	29.942	29.967	80	76	82	N E	1	...	K, CK	b	
16	29.831	29.840	84	77	71	W	1	...	K		b		

* Velocity of wind in miles per hour.

CALCUTTA,
The 11th November 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 1st to 7th November 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			B	Miles.	In.		
Nov.	1st	29.932	85.4	72.0	144.3	78.2	72.7	68.8	0.74	S S E & S	...	68.7	...	...	Chiefly clear.
	2nd	984	86.9	72.5	145.5	79.1	74.3	70.0	.77	S & S W	...	95.0	...	...	Clear.
	3rd	917	86.5	73.3	141.0	79.0	73.5	69.6	.74	S S W & W	...	77.2	...	...	Clear. Slightly foggy at 9 & 10 P.M.
	4th	950	85.0	71.5	141.7	77.7	71.3	68.8	.70	W, W S W & W by S	...	35.2	...	...	Clear.
	5th	970	85.0	70.3	141.0	76.9	70.1	65.3	.69	W by S	...	54.7	...	...	Clear and cirri.
	6th	980	84.8	70.0	141.8	77.0	70.8	66.5	.71	W by S & N N E	...	79.2	...	...	Clear and cirri. Slightly foggy from 9 to 11 P.M.
	7th	957	83.1	71.0	137.0	76.0	72.1	68.7	.77	N N E & N W	...	47.5	...	...	Clear and cirri. Slightly foggy at 1 A.M. & 10 P.M.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	16.9
The max. temperature during the past seven days	...	86.9
The max. temperature during the corresponding period of the past year	...	87.0
The mean humidity during the past seven days	...	0.73
The mean humidity during the corresponding period of the past year	...	0.85
		Inches.
The total fall of rain from 1st to 7th	... { by lower rain gauge	Nil
	... { by anemometer gauge	Nil
Ditto ditto average of seventeen previous years	...	0.38
Ditto between the 1st January and the 7th November	...	98.31
Ditto ditto ditto ditto, average of seventeen previous years	...	68.31

CALCUTTA,
The 11th November 1871.

GOPKNAUTH SEN,
In charge of the Observatory.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 28th October 1871, on 1,280 miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.			
		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.	
Total traffic for the week ...	100,827	1,63,914 7 11	15,025 9 11	350,871 0	2,03,641 14 6	18,067 3 6	33,092 18	
Or per mile of railway ...	128 0 11	11 14 9	11 14 9	6,000,587 10	159 1 6	14 11 8	26 6 6	
For previous 16 weeks of half-year	1,402,912	17,40,417 1 10	160,084 3 8		38,77,150 14 6	355,403 13 4	515,491 18 0	
Total for 17 weeks ...	1,503,739	19,10,331 9 9	175,113 14 7	6,900,459 10	40,80,772 13 0	373,070 16 10	549,184 11 5	
COMPARISON.								
Total for corresponding week of previous year ...	87,410½	1,29,613 0 0	11,881 3 10	439,948 0	3,55,002 3 9	32,547 7 5	44,423 11 3	
Per mile of railway corresponding week of previous year ...	.....	114 8 10	10 10 0	.....	313 12 9	28 15 4	39 5 4	
Total to corresponding date of previous year ...	1,544,395	20,79,890 7 4	190,656 12 6	7,866,698 0	50,04,665 9 0	513,761 0 3	704,417 12 0	

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 28th October 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	4,726	11,717 6 5	1,074 1 10	45,756 20	13,807 12 9	1,183 5 11	2,256 7 9
Or per mile of railway ...	.....	52 8 8	4 10 4	.....	57 13 5	5 6 0	10 3 4
For previous 16 weeks of half-year ..	55,679½	1,35,127 2 6	12,386 13 1	598,509 30	1,57,332 0 6	14,422 2 1	20,808 15 2
Total for 17 weeks ...	60,305½	1,46,844 7 11	13,460 14 11	644,260 10	1,70,229 13 3	15,604 8 0	29,065 2 11
COMPARISON.							
Total for corresponding week of previous year ...	3,878½	11,103 2 7	1,017 15 10	34,044 10	10,728 15 11	963 0 7	2,000 16 5
Per mile of railway corresponding week of previous year ...	.....	40 12 8	4 11 3	.....	48 1 5	4 8 2	8 19 5
Total to corresponding date of previous year ...	58,758	1,50,169 9 5	14,314 12 7	344,613 0	108,711 9 0	9,965 4 6	24,279 17 1

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 28th October 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	30,746	13,509 6 0	1,246 12 5	991 8	476 12 8	43 14 2	1,290 6 5
Or per mile of railway ...	199	86 14 4	7 19 4	0 0	3 0 9	0 5 7	8 4 11
For previous 17 weeks of half-year	4,16,450½	2,14,398 13 6	19,652 6 4	11,78,347 5	4,23,604 2 3	38,846 0 8	58,497 7 0
Total for 18 weeks ...	4,47,196½	2,27,958 4 3	20,898 18 7	11,79,338 13	4,24,140 14 11	38,888 14 10	59,787 13 5
COMPARISON.							
Total for corresponding week of previous year ...	28,805½	14,529 4 4	1,331 16 11	1,06,685 16	21,098 6 6	1,934 0 4	3,365 17 3
Per mile of railway corresponding week of previous year ...	254	128 4 8	11 15 2	942 0	186 4 10	17 1 7	28 16 8
Total to corresponding date of previous year ...	4,81,045	2,20,921 9 10	20,251 3 1	19,75,412 9	4,39,440 12 11	40,007 17 11	60,259 1 0

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 28th October 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	2,620	476 7 6	47 12 11	0,991 0	356 7 9	25 13 0	73 5 11
Or per mile of railway ...	94	17 0 3	1 14 0	249 0	9 2 7	0 18 4	3 13 4
For previous 3 weeks of half-year...	11,877½	2,087 7 3	208 14 11	45,730 20	1,399 12 9	139 19 7	343 14 6
Total for 4 weeks ...	14,497½	2,563 14 9	256 7 10	52,720 20	1,656 4 6	165 12 7	423 0 5
COMPARISON.							
Total for corresponding week of previous year ...	4,263	759 9 3	75 5 2	10,196 0	336 0 0	33 13 0	107 17 3
Per mile of railway corresponding week of previous year ...	152	26 14 1	2 13 9	364 0	11 10 3	1 3 4	6 17 1
Total to corresponding date of previous year ...	14,086½	2,675 13 6	267 11 8	37,300 20	1,234 1 3	123 8 3	399 19 10

No. 47

of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, NOVEMBER 22, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Rainfall, Weather and State and Prospects of the Crops.

Statement showing Rainfall, Weather and State and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 18th November 1871.

No	District.	Date of return from each district.	Rainfall at Sadler Station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
1	Bhaugulpore	Nov. 18th	0	Favorable	Very good.	
2	Monghyr	" 18th	0	Generally good	Want of rain has caused some damage to high land rice; poppy mostly sown.	
3	Purneah	Oct. 22nd	0	Fair	Good where not destroyed or damaged by the floods.	
4	Rajmehal.					
5	Deoghur	Nov. 18th	0	Fair	Paddy being cut.	
6	Nya Doomka	" 18th	0	Fine and cold	Cold weather crops not improving for want of late rain.	
7	Godda.					
8	Pakour	" 11th	0	Fine	Favorable.	
9	Janitara.					
10	Patna	" 18th	0	Fine and dry	Rice crop being cut.	
11	Gya	" 18th	0	Fine	Fair.	
12	Chumparun	" 18th	0	Fair and cool	Rice good; cold weather crops being sown.	
13	Sarun.					
14	Shahabad	" 18th	0	Dry and fine	Rice promising; cold weather crops being sown.	
15	Tirhoot	" 18th	0	Fine	All crops promising.	
16	Rajshahye	" 16th	0	Cool	Good and flourishing	Cholera, small-pox, and fever prevailing in some places.
17	Bogra	" 17th	0	Very fair	Extremely good.	
18	Dinagopore	" 18th	0	Cloudy	Generally favorable; but high land rice has suffered from want of rain.	
19	Maldah	" 18th	0	Fair	Good	Cholera in some places
20	Moorsshedabad	" 18th	0	Fair	Generally good	Cholera prevailing in the Lalbagh sub-division.
21	Pubna	" 18th	0	Fine and season-able.	Good.	
22	Rungpore	" 18th	0	Fine and cool	Good.	
23	Burdwan	" 18th	0	Fair	Favorable.	
24	Bancoorah	" 18th	0	Cool	Crops suffering from want of rain.	
25	Beerbhoom	" 18th	0	Fine	Good.	
26	Hooghly	" 18th	0	Clear	Very good except where destroyed by flood; reaping commenced on high lands.	
27	Howrah	" 18th	0	Favorable	Satisfactory.	
28	Midnapore	" 17th	0	Cool and dry	Very good.	
29	Nuddea	" 18th	0	Fine and sunny	Cold weather crops favorable, but more rain required.	Fever continues; cattle still dying.
30	Jessore	" 17th	0	Clear	Good. Amun harvest has commenced.	
31	24-Pergunnahs	" 18th	0	Fair	Good where there has been no inundation.	
32	Dacca	" 18th	0	Fair	Good.	
33	Backergunge.					
34	Furroedpore	" 18th	0	Fair, cool, and pleasant.	Excellent.	
35	Mymensingh	" 10th	0	Fine	Rice harvest commenced.	
36	Sylhet	" 11th	0	Cold weather coming in.	Good. Crops but cut.	
37	Cachar	" 11th	0	Fair	Excellent.	
38	Chittagong	" 10th	0	Fine	Generally favorable. Insects have caused a little damage to the crops at Rangonia.	
39	Noakhally or Bulloah.	" 10th	0	Fair	Good.	
40	Tipperah.					

No.	District.	Date of return from each district.	Rainfall at Sudder station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
41	Hill Tracts of Chittagong.	Nov. 11th	0	Mostly foggy	Good	
42	Cuttack	" 18th	0	Sultry	Good.	
43	Balasore	" 18th	0	Good	Excellent; above average crop expected.	
44	Poorce	" 10th	0	Cold and fine	Much loss caused by drought. Anxiety felt at the continual exportation of rice and paddy to the south.	Price of rice rising.
45	Hazarcebaugh	" 18th	0	Dry	Favorable.	
46	Lohardugga	" 17th	0	Fine	Good; rice mostly reaped; sowing of the cold weather crop delayed for want of rain.	
47	Maunbhoom	" 18th	0	Fine	Want of rain has caused much damage both to the high and low land rice.	
48	Singbhoom	" 10th	0	Seasonable	Favorable.	
49	Durrung.					
50	Nowgong.					
51	Seobaugor	" 11th	0	Cool and pleasant	Satisfactory.	
52	Kamroop	" 11th	0	Dry	Favorable.	
53	Luckimpore	" 11th	0	Fine and dry	Satisfactory.	
54	Khasi and Jynteah Hills.	" 10th	0	Good	Good.	
55	Naga Hills	" 3rd	0	Generally foggy	Favorable.	
56	Julpigoree	" 17th	0	Cloudy and warm	Fair.	
57	Gowalparah.					
58	Garo Hills	" 11th	0	Clear	Cotton good; it is being gathered.	
59	Darjeeling	" 18th	0	Healthy in the hills; in the terai not very good.	Rice on the plains suffering from want of rain. Crops on the hills favorable.	
60	Cooch Behar	" 11th	0	Cool & seasonable	Fair; crops getting ripe.	

N. B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 21st November 1871.

R. H. WILSON,
Offg. Under-Secy. to the Govt. of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISION.	Stations.	Rainfall from 30th Oct. to 5th Nov. 1871.	Rainfall from 6th to 19th Nov. 1871.	RAINFALL FROM 1ST JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	Nil	Nil	56.28	12th Nov. 1871.	
	Jail ...	ditto	ditto	50.23	ditto.	
	False Point ...	Not received	Not received	09.09	29th Oct. 1871.	
	Jajipore ...	Nil	ditto	89.12	5th Nov. 1871.	
	Kendraparah ...	ditto	ditto	48.80	ditto.	
	Jugutsingapore ...	ditto	ditto	50.03	ditto.	Not received 9th to 15th Oct.
	Sumbulpore ...	Not received	ditto	41.70	22nd Oct. 1871.	
	Balasore ...	Nil	Nil	83.86	12th Nov. 1871.	
CHOTA NAGPORE.	Bhuddruck ...	ditto	ditto	52.98	ditto.	
	Poorce ...	ditto	ditto	55.32	ditto.	
	Khoordah ...	Not received	Not received	58.42	20th Oct. 1871.	
	Hazareebaugh ...	Nil	Nil	55.66	12th Nov. 1871.	
	Burhee ...	Not received	Not received	49.02	20th Oct. 1871.	
	Pachamba ...	Nil	Nil	57.32	12th Nov. 1871.	
	Ranches ...	ditto	ditto	61.43	ditto.	
	Palamow ...	ditto	ditto	51.56	ditto.	
PATNA.	Purulia ...	ditto	ditto	61.20	ditto.	
	Gobindpore ...	ditto	Not received	53.91	5th Nov. 1871.	From 12th June.
	Chyebassa ...	ditto	Nil	58.42	12th Nov. 1871.	
	Patna ...	ditto	ditto	59.32	ditto.	
	Behar ...	ditto	ditto	51.22	ditto.	
	Barh ...	ditto	ditto	37.61	ditto.	
	Dinapore ...	ditto	ditto	58.08	ditto.	
	Gya ...	ditto	ditto	47.97	ditto.	
BRISBOLPORE.	Sherghotty ...	ditto	ditto	46.17	ditto.	Not received 16th to 22nd Oct.
	Nowadah ...	ditto	ditto	53.90	ditto.	Not received 2nd to 8th Oct.
	Arungabad ...	ditto	ditto	30.33	ditto.	
	Chumparua ...	Not received	Not received	59.53	8th Oct. 1871.	
	Bettiah ...	ditto	ditto	61.93	ditto.	From 5th June.
	Chuprah ...	ditto	Nil	75.67	12th Nov. 1871.	
	Sewan ...	ditto	ditto	83.01	ditto.	
	Mozufferpore ...	ditto	0.40	77.02	ditto.	
RAJSHY.	Durbhangah ...	ditto	Nil	74.70	ditto.	Not received 9th to 22nd Oct.
	Seetamarua ...	ditto	Not received	63.89	8th Oct. 1871.	
	Taipore ...	Nil	Nil	52.98	12th Nov. 1871.	Not recorded 6th to 10th March.
	Mudhubani ...	ditto	Not received	00.01	5th Nov. 1871.	From 1st April, and not received 10th to 22nd Oct.
	Hajipore ...	ditto	Nil	50.02	12th Nov. 1871.	From 22nd May.
	Arrah ...	ditto	ditto	60.89	ditto.	
	Buxar ...	Not received	ditto	72.18	ditto.	Not received 30th Oct. to 5th Nov.
	Sasaram ...	ditto	ditto	52.55	ditto.	Ditto.
BANGALORE.	Bhubhoobah ...	Nil	Not received	61.37	5th Nov. 1871.	
	Benares ...	Nil	Nil	55.13	12th Nov. 1871.	
	Bhanganpore ...	Not received	Not received	37.02	8th Oct. 1871.	
	Mudheypoorah ...	ditto	ditto	50.23	20th Sept. 1871.	
	Banka ...	Nil	Nil	49.24	12th Nov. 1871.	
	Soopool ...	ditto	ditto	32.29	ditto.	From 14th August.
	Monghyr ...	ditto	ditto	58.02	ditto.	
	Jainoore ...	ditto	ditto	47.37	ditto.	
RAJSHY.	Begoorai ...	ditto	ditto	41.39	ditto.	
	Deoghur ...	ditto	ditto	50.52	ditto.	
	Jaintara ...	ditto	ditto	62.53	ditto.	From 13th February.
	Rajmehal ...	ditto	ditto	73.50	ditto.	From 12th February, and not received 9th to 22nd Oct.
	Pakour ...	Not received	ditto	48.19	ditto.	From 21st May, and not received 9th Oct. to 5th Nov.
	Purneah ...	Nil	ditto	80.33	ditto.	From 13th June.
	Kishengunge ...	Not received	Not received	65.82	20th Oct. 1871.	From 26th June.
	Arrareah ...	ditto	ditto	77.06	1st Oct. 1871.	
RAJSHY.	Rampore Beaulah ...	Nil	Nil	72.51	12th Nov. 1871.	
	Nattore ...	ditto	ditto	85.16	ditto.	
	Bograh ...	ditto	ditto	92.00	12th Nov. 1871.	
	Dinapore ...	ditto	Not received	70.41	5th Nov. 1871.	
	Maldah ...	ditto	Nil	61.09	12th Nov. 1871.	
	Berhampore ...	ditto	ditto	59.07	ditto.	
	Jungipore ...	ditto	ditto	63.15	ditto.	
	Lalbagh ...	ditto	ditto	62.19	ditto.	From 16th January.
RAJSHY.	Jamookandi ...	Not received	Not received	64.86	29th Oct. 1871.	From 17th April, and not received 16th to 24th Sept.
	Pahna ...	Nil	Nil	71.53	12th Nov. 1871.	
	Seragunge ...	ditto	Not received	76.90	5th Nov. 1871.	
	Rungpore ...	ditto	Nil	91.15	12th Nov. 1871.	
	Bhowanigunge ...	ditto	Not received	67.31	5th Nov. 1871.	From 22nd January.
	Titalya ...	ditto	Nil	81.48	12th Nov. 1871.	
	Burwan ...	ditto	ditto	68.35	ditto.	
	Cutwa ...	ditto	ditto	60.72	ditto.	Not received 16th to 22nd Oct.
RAJSHY.	Culina ...	Not received	ditto	64.21	ditto.	Not received 16th to 22nd October, and 30th Oct. to 5th Nov.
	Bood-Bood ...	Nil	ditto	65.20	ditto.	
	Bancorah ...	ditto	ditto	61.40	ditto.	
	Raneegunge ...	ditto	ditto	54.88	ditto.	
	Sooree ...	ditto	ditto	61.01	ditto.	
	Hooghly ...	ditto	ditto	78.99	ditto.	
	Serampore ...	ditto	ditto	55.41	ditto.	From 20th March.
	Jehanabad ...	Not received	Not received	66.66	15th Oct. 1871.	From 21st April.
RAJSHY.	Howrah ...	Nil	Nil	63.36	12th Nov. 1871.	
	Midnapore ...	ditto	ditto	72.02	ditto.	
	Contai { Dy. Collr.'s Office ...	ditto	Not received	87.16	5th Nov. 1871.	Not received 16th to 22nd Oct.
RAJSHY.	{ Engr.'s Office ...	Not received	ditto	100.62	29th Oct. 1871.	
	Gurbetta ...	Nil	ditto	62.03	5th Nov. 1871.	From 6th February.
	Tumlook ...	ditto	ditto	70.78	ditto.	

DIVISIONS.	Stations.	Rainfall from 30th Oct. to 5th Nov. 1871.	Rainfall from 6th to 12th Nov. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Rain.	Up to date.	
PRESIDENCY.	Kishnaghur ...	Not received	Not received	60 55	29th Oct. 1871.	
	Bongong ...	ditto	ditto	75 11	ditto.	
	Banaghat ...	ditto	ditto	58 00	ditto.	
	Meherpore ...	ditto	ditto	63 21	ditto.	
	Chooandagah ...	ditto	ditto	91 35	ditto.	
	Kooshtea ...	Nil	Nil	81 35	12th Nov. 1871.	
	Jessore ...	ditto	ditto	83 10	ditto.	
	Khoolnah ...	ditto	Not received	70 05	5th Nov. 1871	From 16th February.
	Jemdah ...	ditto	ditto	92 82	ditto	From 6th March.
	Nurul ...	ditto	ditto	61 03	ditto	From 3rd April.
	Magoorah ...	ditto	ditto	41 81	ditto	ditto.
	Bagurhaut ...	ditto	ditto	80 78	ditto	ditto.
	Saugor Island ...	ditto	Nil	109 70	12th Nov. 1871.	
	Calcutta ...	ditto	ditto	93 31	ditto.	
	Alipore { Jail ...	ditto	Not received	97 01	5th Nov. 1871.	
	{ Hospital ...	Not received	Nil	96 39	12th Nov. 1871.	Not received 30th Oct. to 5th Nov.
	Barrackpore ...	ditto	Not received	81 52	29th Oct. 1871.	
	Dum-Dum ...	ditto	ditto	70 51	ditto.	
	Baraset ...	ditto	ditto	60 20	ditto	Not received 2nd to 8th, and 16th to 22nd Oct.
Dacca.	Satkhora ...	ditto	ditto	73 78	ditto	Not received 2nd to 8th October.
	Busscherhant ...	ditto	ditto	74 56	15th Oct. 1871	
	Diamond Harbour ...	ditto	ditto	80 99	29th Oct. 1871	Not received 25th Sept. to 8th Oct.
	Baripore ...	ditto	ditto	93 80	ditto	Not received 2nd to 8th, and 16th to 22nd Oct.
	Dacca { Telegraph Office ...	Nil	ditto	80 74	5th Nov. 1871	
	{ Jail ...	ditto	Nil	81 00	12th Nov. 1871	
	Burrisaul ...	ditto	ditto	91 04	ditto.	
	Dowlat Khan ...	ditto	Not received	113 26	5th Nov. 1871	Not received 25th Sept to 8th Oct.
	Perozepore ...	ditto	Nil	92 15	12th Nov. 1871.	
	Maduripore ...	ditto	ditto	70 70	ditto.	
	Furrodpore ...	ditto	ditto	92 16	ditto.	
	Gosalundo ...	ditto	ditto	59 33	ditto	From 6th June.
CHITTAGONG.	Mymensing ...	ditto	ditto	111 04	ditto.	
	Jamulpore ...	Not received	Not received	78 08	29th Oct. 1871	
	Atteah ...	Nil	Nil	103 65	12th Nov. 1871	
	Kishoregunge ...	ditto	ditto	117 71	ditto.	
	Sylhet ...	ditto	ditto	144 09	ditto.	
	Cachar ...	ditto	Not received	91 37	5th Nov. 1871.	
	Hylakandy ...	Not received	ditto	92 25	29th Oct. 1871.	
	Kojah ...	ditto	ditto	103 63	ditto.	
	Chittagong { Telegraph Office ...	Nil	Nil	102 78	12th Nov. 1871	
	{ Jail ...	ditto	ditto	107 17	ditto.	
	Cox's Bazar ...	ditto	Not received	163 60	5th Nov. 1871	
	Rangamatoe Hill ...	ditto	ditto	98 78	ditto.	
COCH BEHAR.	Noakhally ...	ditto	Nil	132 83	12th Nov. 1871	
	Tippurah ...	ditto	ditto	97 43	ditto	
	Brahmanbariah ...	ditto	Not received	111 32	5th Nov. 1871.	
	Akrah ...	Nil	Nil	199 30	12th Nov. 1871.	
	Cooch Behar ...	0 30	ditto	12 54	ditto	From 22nd September.
	Buxa ...	1 00	0 70	107 13	ditto	
	Goupatan ...	0 40	Not received	85 49	5th Nov. 1871.	
	Dhoober ...	6 40	ditto	67 53	ditto	Not recorded 2nd Feb to 5th Mar.
	Tura (Garu Hills) ...	Nil	ditto	107 54	ditto.	
	Darjeeling { Telegraph Office ...	Not received	ditto	124 39	15th Oct. 1871	
	{ Hospital ...	0 18	0 04	116 50	12th Nov. 1871.	
	Rangbee ...	Not received	Not received	130 51	30th Sept. 1871	Not recorded since 6th August.
ARUN.	Falacottah ...	ditto	ditto	13 87	6th Aug. 1871	
	Jalpigooce ...	0 23	Nil	91 89	12th Nov. 1871	
	Hoda ...	Nil	Not received	64 08	5th Nov. 1871	
	Tezpor ...	0 04	ditto	81 13	ditto.	
	Nowzong ...	0 30	Nil	126 31	12th Nov. 1871	Not received 9th to 15th Oct
	Mungledyo ...	0 64	Not received	67 05	5th Nov. 1871	From 30th Jan
	Burpettah ...	2 38	ditto	70 57	ditto	Not received 25th Sept. to 1st Oct.
	Gowhatt ...	Nil	Nil	56 02	12th Nov. 1871	
	Seebangor ...	0 85	Not received	115 89	5th Nov. 1871.	
	Jorehaut ...	0 73	ditto	91 19	ditto	From 22nd February.
	Golaghat ...	Nil	ditto	105 58	ditto.	
	Nazurah ...	1 03	ditto	109 06	ditto.	
ARUN.	Debrooghur ...	Not received	ditto	103 52	2nd Oct. 1871.	
	Suddya ...	1 05	ditto	91 73	5th Nov. 1871.	Not received 11th to 24th Sept., and 16th to 22nd Oct.
	Shillong ...	Nil	ditto	69 40	ditto.	From 18th February
	Cherapoonjee ...	ditto	ditto	313 05	ditto	
	Juowai ...	Not received	ditto	120 60	29th Oct. 1871.	
	Sainoogooding ...	Nil	ditto	57 02	5th Nov. 1871	Not received 2nd to 8th Oct.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 18th November 1871.

Meteorological Telegraphic Report for the period 12th to 18th November 1871.

STATIONS.	Date.	Hour	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Nov.											
	12th	10	29.936	29.954	80.2	71.6	66	N by W	...	...	K	b
	12th	16	29.908	29.926	81.0	70.7	55	N E	...	...	...	b
	13th	10	29.926	29.944	78.5	71.0	67	E N E	...	...	...	b
	13th	16	29.828	29.846	82.4	72.0	58	S by W	...	...	...	b
	14th	10	30.029	30.047	80.7	71.5	72	S S W	...	...	...	b
	14th	16	29.924	29.942	83.8	71.5	62	S S W	...	...	CS	b
	15th	10	30.015	30.033	80.3	74.0	72	S W	...	...	...	b
	15th	16	29.869	29.887	81.0	72.0	53	W by S	...	...	...	b
	16th	10	29.907	30.015	81.5	71.5	59	W by S	...	...	CS	b
SAVAGE ISLAND.	12th	10	29.941	29.947	81	72	62	N	2.1*	...	K	b, m
	12th	16	29.801	29.807	83	72	50	N N W	6.2*	...	KS	b
	13th	10	29.912	29.918	80	74	71	N N W	2.0*	...	N	b
	13th	16	29.860	29.866	83	76	71	S W	5.3*	...	N	b
	14th	10	30.050	30.056	82	75	70	S	1.8*	...	K	b
	14th	16	29.951	29.957	84	76	67	S S W	4.8*	...	KS	b
	15th	10	30.035	30.041	82	79	87	W N W	5.7*	...	CS	b
	15th	16	29.890	29.896	87	78	65	S S W	7.5*	...	S	b
	16th	10	30.000	30.013	83	78	78	W S W	4.3*	...	KS	b
	16th	16	29.890	29.896	86	75	57	N	5.7*	...	KS	b
CHITTAGONG.	12th	10	29.808	29.981	76	70	73	N E	4.3*	...	...	b
	12th	16	29.741	29.853	80	70	58	N N W	4.3*	...	...	b
	13th	10	29.848	29.901	76	69	68	N E	3.5*	...	...	b
	13th	16	29.771	29.883	80	71	62	N W	5.1*	...	...	b
	14th	10	29.930	30.072	78	70	65	N	4.1*	...	...	b
	14th	16	29.802	29.974	81	71	59	N E	5.2*	...	...	b
	15th	10	29.948	30.060	79	72	69	E N E	3.5*	...	...	b
	15th	16	29.808	29.920	80	73	70	N W	5.2*	...	...	b
	16th	10	29.885	29.997	80	73	70	N	2.3*	...	K	b
	16th	16	29.821	29.935	82	73	63	N N W	2.3*	...	K	b
MADRAS.	12th	10	29.920	29.950	84	76	67	N E	12*	...	...	b c
	12th	16	29.778	29.798	81	78	86	S W	7*	0.02	...	b c
	13th	10	29.840	29.910	82	77	78	N by W	4*	0.14	...	b c
	13th	16	29.817	29.847	82	75	70	N N E	11*	...	...	b c
	14th	10	29.852	29.882	85	70	75	N	8*	...	...	b c
	14th	16	29.795	29.825	84	78	75	N E	9*	...	...	b c
	14th	10	29.857	29.987	85	79	75	E	8*	...	...	b c
	15th	10	29.891	29.924	82	77	79	E	7*	0.03	...	b c
	15th	16	29.803	30.033	77	73	80	N E	6*	2.23	...	b c
	16th	10	29.872	29.902	83	78	78	N E	5*	...	...	b c
CUTTACK.	12th	10	29.859	29.912	79	71	65	Calm	...	...	...	b, fair
	12th	16	29.739	29.821	81	69	43	E N E	3*	...	...	b, fair
	13th	10	29.879	29.902	80	68	51	Calm	...	...	...	b, fair
	13th	16	29.769	29.851	86	72	48	S E	2*	...	...	fair
	14th	10	29.900	29.949	81	72	62	Calm	...	...	...	fair
	14th	16	29.860	29.948	87	73	48	E N E	2*	...	...	b, fair
	15th	10	29.958	30.010	83	72	56	Calm	...	...	...	b, fair
	15th	16	29.820	29.901	90	75	47	N W	2*	...	...	fair
	16th	10	29.931	30.003	83	73	60	Calm	...	...	...	fair
	16th	16	29.807	29.888	91	76	47	N N W	2*	...	...	b, fair
AKYAB.	12th	10	29.704	29.810	79	75	82	N	1	...	K	b
	12th	16	29.797	29.812	82	73	63	W N W	1	...	CS, K	b
	13th	10	29.925	29.940	76	71	78	N E	1	...	O	b
	13th	16	29.839	29.854	81	71	59	W	1	...	...	b
	14th	10	30.025	30.040	75	71	61	N N E	1	...	CS	b
	14th	16	29.900	29.921	81	74	70	N W	1	...	O	b
	15th	10	29.980	29.995	78	72	73	N	1	...	...	b
	15th	16	29.854	29.869	82	75	70	W N W	1	...	CS	b
	16th	10	29.900	30.005	77	73	81	N N E	1	...	...	b
	16th	16	29.854	29.869	82	74	66	N W	1	...	KS, K	b
AKYAB.	17th	10	30.032	30.047	76	72	81	N E	1	...	...	b
	17th	16	29.924	29.939	82	75	70	W N W	1	...	K	b
	18th	10	30.040	30.055	77	72	77	N E	1	...	CS, K	b
	18th	16	29.936	29.951	82	73	63	S W	1	...	K	b

* Velocity of wind in miles per hour.

CALCUTTA,
The 18th November 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 8th to 14th November 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			lb	Miles.	In.		
Nov.	8th	29.912	81.5	73.3	146.0	77.5	72.8	60.5	0.77	N W & N by W	...	35.3	...	...	Clear and cirri.
	9th	29.936	84.5	71.0	143.2	77.5	72.0	68.1	.74	N by W & N	...	30.3	...	...	Clear and cirrostrati. Slightly foggy from 4 to 6 A.M., and 9 to 11 P.M.
	10th	29.930	83.8	71.0	143.5	77.0	71.4	67.5	.74	N & N by W	...	53.2	...	...	Clear and cumuli. Slightly foggy from midnight to 6 A.M.
	11th	29.910	83.6	72.0	142.5	76.4	70.4	66.2	.72	N by W & N N W	...	73.2	...	...	Clear and cumuli. Slightly foggy from 9 to 11 P.M.
	12th	29.875	83.8	69.5	141.5	75.9	70.3	66.4	.74	N N W & N E	...	66.4	...	●	Clear and cumuli.
	13th	29.878	84.0	71.2	139.0	76.9	71.2	67.2	.73	E N E & S by W	...	58.4	...	...	Chiefly clear.
	14th	29.860	85.7	72.0	140.0	78.2	73.5	70.2	.77	S by W & S S W	...	59.0	...	...	Clear and cirrostrati.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days	...	16.2
The max. temperature during the past seven days	...	85.7
The max. temperature during the corresponding period of the past year	...	86.5
The mean humidity during the past seven days	...	0.74
The mean humidity during the corresponding period of the past year	...	0.78
		Inches.
The total fall of rain from 8th to 14th	... { by lower rain gauge	Nil
	... { by anemometer gauge	Nil
Ditto ditto average of seventeen previous years	...	0.53
Ditto between the 1st January and the 14th November	...	93.31
Ditto ditto ditto ditto, average of seventeen previous years...	...	68.84

CALCUTTA,
The 18th November 1871.

GOPKNAUTH SEN,
In charge of the Observatory.

GOVERNMENT OF BENGAL.
PUBLIC WORKS DEPARTMENT.

Irrigation Branch.

Irrigation Operations of Lower Bengal up to 30th September 1871.

Circles.	Canal.	WATER SUPPLIED DURING 1871-72.					APPROXIMATE AREA IRRIGATED DURING SEPTEMBER 1871-72.					RAINFALL.			NAVIGATION RETURNS.					CHIEF IRRIGATION.		REMARKS.												
		Full supply depth estimated full discharge in cubic feet per second.			Average depth throughout the month.		Average discharge in cubic feet per second throughout the month.		Of column 8 area receiving water during first time during current year.			Total of columns 8 and 9 for rent year.		Total area irrigated up to date during the current year.		Inches during the month.		Inches up to date during the year.		Average of ten previous years for the same period.			Nature of traffic.		Number of boats.		Tonnage.		Approximate value of goods.		Per column 8.		For columns 8 and 9.	
		3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22													
Orissa	High Level	8	675	4.83	27.9	Ditto	7,567	110	7,457	7,567	9.67	48.33	51.29	Local	43	131	1,665	958			Discharge over Rasuljor Escape, 129 c. ft. per second.													
	Kendrapara	7	1,262	4.63	85.219	Cuttack	16,210		16,210	16,210	9.67	48.33	51.29	Local	43	563	10,183	10,530			Escape, 129 c. ft. per second.													
	Taldanda	8	1,300	4.60	6	Ditto	2,838		2,838	2,838	9.67	48.33	51.29	Local	43	563	10,183	10,530			All rice.													
	Machong	5	500	4.5										Government	218	20.0	84,840	1,16,465			Leased lands making good use of water.													
	Midnapore	6	875	5.30	167.47	Midnapore	3,000		5,963	5,963	11.75	61.02	64.31	Local	2,813	11,454	1,03,373	5,83,360			Discharge through No. 8 Lock, 1,428 c. ft. per second.													
South-Western	Panchkourah	6	240	4.12	85.80	Howrah					6.90	56.05	Not available	Govt.	3	5	58	2,276			Discharge over Mantree Escape, 408 22 c. ft. per second.													
	Total					Midnapore								Local	1,250	6,821	1,78,976	1,29,892			14 days irrigating. 2 days irrigating.													
	Serr. 1870					Total	24,724	110	22,577	22,587																								
Orissa	High Level					Cuttack	2,355		22,035	22,035																								
	Kendrapara					Ditto	68,356	25,070	40,858	6,566																								
South-Western	Taldanda					Ditto	15,000	10,000	5,000	18,000																								
	Midnapore					Midnapore	2,339	61	23,744	25,815																								
	Panchkourah					Howrah	600	378	600	878																								
	Total					Total	88,650	38,439	99,676	138,114																								

PUBLIC WORKS DEPARTMENT, BENGAL,
The 15th November 1871.

G. A. SEARLE, Lieut.-Colonel, S. C.,
For Offg. Joint-Secy., Govt. of Bengal, P. W. D.,
Irrigation Branch.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 4th November 1871, on 1,280 miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.			Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.		
		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	97,104	1,03,032 1 1	17,004 12 2	456,020 30	2,02,557 10 9	20,817 15 8	44,512 7 10
Or per mile of railway		180 12 11	13 10 6		228 8 11	20 10 0	34 15 6
For previous 17 weeks of half-year	1,563,739	19,10,331 9 0	175,113 14 7	6,060,458 10	40,80,773 13 0	374,070 10 10	540,184 11 5
Total for 18 weeks ...	1,660,833	21,03,363 10 10	192,808 6 9	7,423,385 0	43,73,330 7 9	400,888 12 6	593,606 19 3
COMPARISON.							
Total for corresponding week of previous year	98,547½	1,73,593 15 11	15,012 15 8	454,753 20	3,58,027 3 10	32,819 3 4	48,731 19 0
Per mile of railway corresponding week of previous year ..	.....	153 6 0	14 1 3	.....	310 6 8	29 0 1	43 1 4
Total to corresponding date of previous year	1,042,942½	22,53,484 7 3	200,569 8 2	8,321,451 20	50,62,002 13 7	544,580 3 7	753,149 11 9

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 4th November 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	4,542	12,530 11 4	1,148 12 11	60,514 20	10,975 2 0	1,556 1 1	2,704 14 0
Or per mile of railway ...	...	56 3 1	5 3 0	...	79 1 11	6 10 7	12 2 7
For previous 17 weeks of half-year...	60,306½	1,40,844 7 11	13,460 14 11	644,266 10	1,70,220 13 3	15,604 8 0	29,005 2 11
Total for 18 weeks ...	64,847½	1,50,375 3 3	14,009 7 10	704,780 30	1,87,204 15 3	17,100 9 1	31,709 16 11
COMPARISON.							
Total for corresponding week of previous year ...	3,788½	10,166 15 11	1,381 10 6	27,662 30	8,169 5 0	748 15 3	2,230 14 9
Per mile of railway corresponding week of previous year ...	...	72 7 11	6 12 11	...	30 10 1	3 7 2	10 0 1
Total to corresponding date of previous year ...	62,510	1,72,326 0 4	15,796 12 1	372,175 30	116,879 14 0	10,713 19 9	26,510 11 10

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 4th November 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	28,505½	17,580 4 3	1,611 10 6	20,187 3½	6,763 9 10	620 0 0	2,231 10 0
Or per mile of railway ...	182	112 5 4	10 5 11	129 0	43 3 6	3 19 2	14 5 2
For previous 18 weeks of half-year	4,47,100½	2,27,088 4 3	20,588 18 7	11,79,338 13	4,24,140 14 11	38,883 14 10	59,787 13 5
Total for 19 weeks ...	4,75,705½	2,45,568 8 0	22,510 0 1	11,99,525 16½	4,30,904 8 9	39,503 14 10	62,019 3 11
COMPARISON.							
Total for corresponding week of previous year ...	27,049	14,703 14 6	1,347 17 2	1,27,470 25	31,005 0 0	2,902 12 6	4,250 0 6
Per mile of railway corresponding week of previous year ...	239	129 13 4	11 18 1	1,126 0	279 0 8	25 12 7	37 10 8
Total to corresponding date of previous year ...	4,58,094½	2,35,025 8 4	21,509 0 3	21,02,892 3½	4,68,114 12 11	42,010 10 5	64,500 10 4

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 4th November 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	4,533½	710 14 0	71 1 0	9,625 0	372 9 0	37 5 1	108 4 10
Or per mile of railway ...	162	25 6 3	2 10 9	343 30	13 4 11	1 6 7	3 17 4
For previous 4 weeks of half-year...	14,407½	2,563 14 9	256 7 10	52,720 20	1,650 4 6	163 12 7	422 0 6
Total for 5 weeks ...	19,051	3,274 12 9	327 9 7	62,345 20	2,024 13 6	202 17 8	530 7 3
COMPARISON.							
Total for corresponding week of previous year ...	3,646½	681 12 3	68 3 6	8,153 33	256 8 3	25 13 0	93 16 6
Per mile of railway corresponding week of previous year ...	130	24 5 7	2 8 8	291 1	9 2 6	0 18 4	3 7 0
Total to corresponding date of previous year ...	17,733	3,367 9 0	335 15 2	45,904 13	1,480 9 0	148 1 2	433 16 4

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Town of Calcutta.—November 22, 1871.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, NOVEMBER 29, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Report on the Baleeparah and Adhabari Tea Gardens.

From S. C. BAYLEY, Esq., Officiating Secretary to the Government of Bengal, Judicial Department, to the Commissioner of Assam,—(No. 74T, dated on board the yacht *Rholas*, Sylhet, the 16th September 1871.)

IN continuation of this office letter No. 1787, dated the 9th June 1871, I am directed to request that a most particular inquiry may be instituted into the condition of Baleeparah tea garden. The Lieutenant-Governor finds that in 1870 the average number of imported coolies was under 240, and the deaths were 52, or considerably more than 20 per cent; while in the last half of 1869 (the first half does not distinguish the mortality from other gardens of the same owner) there was a mortality of 26 out of an average number of 151, being at the rate of upwards of 34 per cent per annum.

2. I am also to request that the other garden belonging to the Agra and Masterman's Bank, viz. Adhabari, may be thoroughly inquired into. In Adhabari the average number of imported coolies for 1870 was 133, and the deaths were 24, or about 18 per cent; while in the second half of 1869 they were 19 per cent; and in the return of this Bank's gardens for the first half of 1869 lumped together, the mortality was 9 per cent for the half year, or 18 per cent per annum. It may be taken, then, that for the two years 1869 and 1870 the annual mortality of these two gardens is fully 20 per cent. His Honor does not think that such a waste of human life should be tolerated, especially when the manager does not himself take the risk and look after the coolies, but resides at Tezporé, seventeen miles off. It is true that the Act is somewhat vague in not providing any test as to what gardens are fit for human habitation; but seeing that the coolies do not know the character of the gardens for which they are engaged, and as they are (as remarked by Captain Walcott) bound hand and foot, Government is most especially bound to see that they are not forced to remain in very unhealthy places or under very unhealthy circumstances. If

there is not a very great change in the condition of these gardens, the Lieutenant-Governor directs that a committee, under section 112 of Act II (B.C.) of 1870, should be at once assembled with the view of closing them to imported labor.

3. I am further to observe that the mortality in the Bishnath Tea Company's garden seems to have been very heavy. For the first half of 1869 it was (in the gardens lumped together) 7·32 per cent in the half year, or at the rate of nearly 15 per cent per annum. In the second half of that year the average number of coolies in the gardens (Pabhoy, Partabghur, Sadharoo, Diplonga, and Dikroy) seems to have been 448, and the number of deaths 81, or at the ratio of upwards of 35 per cent per annum. In the first half of 1870 the mortality was not so heavy, but in the second half of 1870 it was again at the rate of about 15 per cent per annum. The death-rates in the Luckimpore Tea Company's gardens in the Bishnath circle (including besides Gogra, Bishnath, Behalce, Singlejan) are also heavy. The Lieutenant-Governor requests that the gardens of both these companies may be inquired into particularly, and a committee assembled under Act II (B.C.) of 1870 in case any of them are still very unhealthy.

From COLONEL H. HOPKINSON, Agent to the Governor-General, and Commissioner of Assam, to the Officiating Secretary to the Government of Bengal, Judicial Department,—(No. 161, dated Gowhatty, the 4th November 1871.)

I HAVE the honor to acknowledge the receipt of your letter No. 74 of the 16th September, directing that inquiries be made into the condition of the Baleeparah and Adhabari tea gardens in Durrung, and in reply beg to state that a committee has been convened, under section 112 of Act II (B.C.) of 1870, to ascertain whether the gardens are fit for human habitation, and I now beg leave to submit a copy of the proceedings of the committee, and to make the following remarks.

2. From the complaint made by the laborers of the Baleeparah garden, that they did not receive their Sunday's pay, and which complaint was found to be correct, I conclude that the men were compelled to work on Sunday or forfeit their wages for the day, contrary to the provisions of section 69 of the Act, according to which no laborer is bound to work for more than six days in the week; and as it appears from the remarks of the committee that a system somewhat similar obtains in other gardens in the Durrung district, the inspector's attention has been drawn to the subject, and he has been requested to see that the provisions of the Act on this point are adhered to.

3. Again, the deduction of pay from men, who, from physical incapacity, are unable to perform a full day's work, is most improper and illegal, according to paragraph 8 of the form of contract circulated with your office endorsement No. 99 of the 21st December 1870; and the fact of coolies being obliged in self-defence to work when suffering from fever, "in order to obtain at least some allowances," is most cruel, and throws discredit on the entire management of the garden.

4. After reviewing all the circumstances connected with the situation of the garden, and the treatment the coolies employed on it received, the committee have declared that the Baleeparah tea garden is unfit for human habitation; but they have at the same time added a condition that if certain suggestions which they made be carried out, the garden may remain open to imported laborers.

5. It appears to me that the committee acted without jurisdiction in attaching any conditions whatever to their verdict. The only question they had to decide was, whether the garden was or was not fit for human habitation; and when they decided that it was not, it was the duty of the inspector to step in and close the garden against imported laborers.

6. With the facts elicited, I cannot hope that there will be any radical improvement in the condition of the laborers employed at Baleeparah: it is evident that the place is unhealthy from causes inherent to it; moreover, Baleeparah is notoriously an unhealthy locality, and, with the exception of Odalgooree, I know of no place on the frontier with a worse reputation. We can leave neither sepoy nor constables at the Baleeparah stockade without their running a risk of being decimated after March. I have, under these circumstances, and in accordance with the finding of the committee, directed Major Graham to cancel the contract of every laborer employed in the Baleeparah garden so far as regards that garden, and to close it against all imported laborers.

7. With regard to the Adhabari garden, the committee have declared their inability to hold it unfit for human habitation, and under the existing law nothing remains to be done in the matter; but here too, as at Baleeparah, coolies have been apparently compelled to work for seven days in the week; and although the coolies appear to have earned more than their brethren in the Baleeparah garden, it does not seem that they have always been paid in full.

To these points with regard to this garden also, Major Graham has been instructed to pay attention and to enforce the law.

8. With reference to the committee's remarks about the hospital, the inspector ought to have proper hospital accommodation, according to the rules, both at Adhabari and Hullessor, and his attention has been called to the subject. I quite concur with the committee's remarks about the want of European management, and think that there should most certainly be a European manager or assistant when imported laborers are employed; but I would observe that the Act does not make this obligatory.

9. In conclusion, I would remark that both the gardens reported on belong to the Agra Bank, Limited, and are under the management of Mr. Wingrove, who resides in the station of Tezporo, and I can only hope that the inquiries now made will induce the owners of these estates to take more interest after the welfare of their coolies.

10. The result of the inquiries directed by His Honor in the 3rd paragraph of your letter, regarding the Bishnath and Luckimpore Companies' gardens, will be reported hereafter.

From MAJOR J. M. GRAHAM, Deputy Commissioner of Durrung, to the Personal Assistant to the Commissioner of Assam,—(No. 1291, dated Tezporo, the 24th October 1871.)

I HAVE the honor to state, for the information of the Commissioner, that in pursuance of instructions conveyed in his letter No. 1628 of the 20th ultimo, and in Government No. 74 of 16th idem, a committee has been assembled to report on the Baleeparah and Adhabari tea gardens, belonging to the Agra and Masterman's Bank, Limited, and to report on its proceedings.

2. The committee was composed as follows:—

Major J. M. Graham, Deputy Commissioner,

Dr. A. Imthurn, Civil Surgeon,

Mr. W. R. Phillips, Tea Planter of Gelahating,

and left Tezporo at 4 A.M. on the 7th October, reaching Adhabari garden at about 8 A.M., and inspecting the lines, site, and water-supply, &c., after which the committee proceeded to Panipotah, where they remained for the day, and next morning inspected the Baleeparah garden, which is about four or five miles from Panipotah, staying there a considerable time, and obtaining all necessary information.

In the evening the committee again returned to Adhabari to complete their investigation, and returned the next morning to Tezporo.

The following is the committee's report on the gardens:—

BALEEPARAH.

Coolie lines.—The houses are about 12 feet by 18, and are adequate in number to the requirements of the garden. There is a space of fully 12 feet between each house, and in these respects there is nothing to find fault, and although at the present season the houses are somewhat out of repair, they are far better than the average of those of native villages.

The houses are situated on a piece of ground raised about 8 feet above the *present* surface of the water of a jheel which compasses them on two sides, and there can be little doubt but that as this jheel receives in the rains the inundation of the Bhoroli river, and considerable surface water, its level at that season cannot be far below the level of the floors of the houses. It must, however, in fairness be here remarked that the same might be said as regards the water level in other gardens of the district, which are fairly healthy. The committee, however, are not inclined to attribute the unhealthiness of the garden to the situation of the lines alone, although they think it may influence the unhealthiness.

The water, the committee believe to be bad; and they are supported in this view, first, by its taste and appearance, and secondly, from the statements of the jemadar in charge of the garden and the native doctor; the former declaring that the mortality was owing to the water, and the latter stating that food taken along with it remains undigested. A certain portion of the water is, however, taken from an unfinished well which is close to a portion of the huts, and is said to be somewhat better. The next point is the ventilation of the lines, which is decidedly bad, as on three sides they are surrounded at no great distance by grass or other jungle, which seems to obstruct the breeze, and by the main lines being on the lower part of a slope this objectionable circumstance is increased.

Here, however, the committee would remark that the objectionable circumstances noticed above apply in a greater or less degree to almost any garden in the district, and although the committee are of opinion that these circumstances must tend, in a considerable degree, to increase sickness and mortality, still they consider that these circumstances alone will not of themselves account for the great mortality of the garden as compared with that of other gardens which are in a somewhat similar position, and that the committee must therefore seek further for the cause of the mortality.

An inspection of the books of the garden shewed that on an average the earnings of an adult male coolie was not much over Rs. 2-8 per mensem, that rice had been sold from 9 to 12 pie per seer, and that the coolies bitterly complain of their not being paid what they term the "Sunday hazri," which the committee found to be the case. The women, by leaf-picking, it is true, earn more; and the committee believed that their looking healthier than

the men was perhaps to be attributed to this. In other gardens it appears to be the custom to pay the coolies the Sunday wages when they have worked for twenty-six days in the month; but here this was not the case: and this the committee consider highly reprehensible. Many of the men are found to have worked only for half a day, that is, given what they call a half "hazri," for which they only receive half a day's pay, and the reason they give for this is that they are too weak (and many of them look it.) to work a whole day.

The Civil Surgeon, in inspecting the hospital records, noticed that there were very few cases of fever on the list, whilst there were many cases of enlargement of the spleen and of dropsy, which probably had been preceded by fever. On inquiry it turned out that coolies suffering from fever were, as a rule, treated in their own houses, and did some work in order to obtain at least some allowance, whereas in hospital they would receive nothing beyond their daily food; and the deduction which the committee draw from the above is that the coolies, acted on by a malarious climate, and the objectionable circumstances as regards water, &c., above noted, get into a weak state, and being in consequence incapacitated from earning full wages and being mulcted of the Sunday's wages, are unable to provide the means, that is live sufficiently well, to recover strength, and consequently die.

The excuse for the non-payment of Sunday wages was within the cognizance of the manager; and although payment of Sunday wages is said to be made in the adjoining garden of Adhabari, the manager admitted it was not made in Baleeparah, on the score of the funds allowed him for the maintenance of the garden being insufficient. The manager stated that at one time he had ordered the payment of the "Sunday hazri," but finding the funds supplied him would not meet this demand, he was obliged to stop it.

Having, then, come to a conclusion that the general unhealthiness of the Baleeparah garden, added to its consequent results as regards the pay of the coolies, has conducted to the heavy mortality, the committee feel that to be consistent they should close the Baleeparah garden to imported labor, and would have no hesitation in doing so did they not consider that by the removal of the lines to the high ground in the neighbourhood of the Mansiri river, which is about a mile distant, and the residence of an efficient European manager or assistant on the spot, who would look to the welfare and fair treatment of the coolies, the present excessive mortality would doubtless be avoided; and they therefore, while declaring, in the terms of section 112 of Act II of 1870, the present garden and coolie lines of Baleeparah as unfit for human habitation, declare that if the arrangements above suggested be carried out without delay, the garden may remain open to imported labor, but not residence.

ADHABARI.

The Adhabari garden is situated on a narrow plateau, surrounded on three sides by an extensive tract of low land, the greater part of which is under rice cultivation. The level of the garden is from 30 to 50 feet above the level of the surrounding paddy fields; the latter are liable to inundation by the Bhoroli river. A small river forms the northern boundary of the high land, and is the only source of drinking water for the inhabitants of the garden and neighbourhood.

The garden looks as if it might be exposed to malaria from the surrounding low land. It is, however, to be noticed that the gardens of the former Tezpore new concern are similarly situated close by, and yet there is much less sickness and mortality in the latter garden than at Adhabari. The state of the coolie lines was on the whole satisfactory. The houses are not less than 9 x 18 feet superficial space, the side wall being about 5 and 6 feet high. There is ample space between the houses, and the lines are intersected by numerous wide and well kept roads. The number of the houses is more than sufficient for the requirements of the coolies. The ground affords great facilities for drainage. There is no grass jungle near the lines,—nothing to interrupt ventilation. The water from the little river above mentioned was very clear, and of good taste and free from any obnoxious smell.

Of the laborers, four were convalescents employed on light work; the majority of the remainder looked healthy. A man, suffering from syphilis, and a boy with a skin disease, ought to have been sent to the civil station for treatment. From the garden register it would appear that the earnings of the laborers are on an average much above what they are at Baleeparah.

An inquiry made regarding Sunday wages did not lead to a satisfactory result; some of the laborers said they received pay for Sundays, others said they did not, whilst many others alleged that they received pay if they worked on Sundays. The committee are inclined to think the last-mentioned statement likely to be correct.

The site of this garden, then, being apparently fairly healthy (with the exception of the possible exposure to malaria noted above), the accommodation of the coolies being sufficient, and there being no proof, or even, it may be said, complaints of their being stinted as regards pay, cannot say that this garden is unhealthy or ought to be closed.

Lately the mortality has much improved, being below 2½ per cent in nine months, which contrasts most favorably with that of Baleeparah, which stands at 12·4 per cent for the same period.

The Tezpore old concern has only one hospital for all its gardens. The hospital is about three-quarters of a mile from the Baleeparah garden and 600 paces from the Mansiri river, its

water-supply being obtained from the latter. It is also three miles from Adhabari and nine miles from Hullessor garden. The ground where the hospital is situated is higher than the Balceparah garden, and open from all sides. The hospital itself is not sufficiently raised; its under floor being hardly higher than the surrounding ground. There is nothing to recommend the site for a hospital, whilst its great distance from the source of water-supply, and the fact that the native doctor lives three-quarters of a mile away, are objectionable circumstances. The hospital building is roomy and well-ventilated; in fact, it will hardly afford protection against rain and sunshine.

The hospital contains sixteen machans about three feet apart in rooms separated by a space about six feet broad. Four of the machans are in a separate hut, a somewhat exposed enclosure, intended for female patients, and the want of isolation is not satisfactory. Near the hospital is a large cook-room and a house for the servants, a cook and a sweeper.

A very liberal supply of medicines, and also the most necessary implements for their preparation, are kept in the bungalow at the Balceparah garden in good order. The native doctor keeps the records of the hospital transactions. These records give the following data of sickness and mortality for the nine months ending the 30th September 1871. Nevertheless, it is the opinion of the committee that this garden, which employs a large number of coolies, should have either a European manager or assistant on it, as the absence of such a person may, it is considered, lead to circumstances which might affect the health and condition of the coolies, and thus cause a return of the former heavy mortality.

GENERAL REMARKS.

Number of admissions into hospital from Adhabari, 21 most frequent; Balceparah, 104.

Diseases.

Dysentery ...	...	...	...	...	25 cases.
Dropsy ...	...	...	...	...	22 "
Fever ...	...	...	...	...	15 "
Diarrhœa ...	...	...	...	...	13 "
Veneral affection ...	...	...	...	...	11 "
Bronchitis ...	...	...	...	...	10 "
Itch ...	...	...	...	...	8 "
Ulcers ...	...	...	...	...	6 "

Deaths in Hospital.—Adhabari Coolies.

From Dysentery ...	...	...	...	...	3
„ Cholera ...	...	...	...	...	1
„ Dropsy ...	...	...	...	...	1

Balceparah Coolies.

From Dysentery ...	...	...	...	...	16
„ Dropsy ...	...	...	...	...	12
„ Diarrhœa ...	...	...	...	...	2
„ Tetanus ...	...	...	...	...	1

The deaths occurred at Balceparah :—

In January ...	...	...	...	...	1
„ February ...	...	...	...	...	1
„ March ...	...	...	...	...	0
„ April ...	...	...	...	...	1
„ May ...	...	...	...	...	4
„ June ...	...	...	...	...	5
„ July ...	...	...	...	...	5
„ August ...	...	...	...	...	1
„ September ...	...	...	...	...	4

At Adhabari :—

In June ...	...	...	...	...	1
„ July ...	...	...	...	...	2
„ August ...	...	...	...	...	1
„ September ...	...	...	...	...	1

A not inconsiderable number of light cases of sickness, chiefly fever, at Balceparah have been treated as out-patients, and the records kept do not admit of an exact compilation. If the Balceparah lines are removed to the bank of the Mansiri, the hospital should be erected near them, on some adjacent and convenient spot.

In conclusion, the committee would observe that the average annual mortality of the Assam jails for the last 25 years has been above 8 per cent, and that of the Tezporé jail, which is considered the most healthy, above 4 per cent for the same period. The committee believe that under any circumstances the mortality of laborers newly imported into Assam will considerably exceed that of the Assamese themselves, even although the latter may be living under apparently more unhealthy conditions, and this being so, that a low death-rate cannot be expected; but what might be considered a fair death-rate, the committee, with their present information, are unable to say.

From S. C. BAYLEY, Esq., Officiating Secretary to the Government of Bengal in the Judicial Department, to the Commissioner of Assam,—(No. 3798, Fort William, the 22nd November 1871.)

I HAVE laid before the Lieutenant-Governor your letter No. 161, dated 4th instant, enclosing the committee's report, under section 112 of Act II (B.C.) of 1870, on the gardens of Balceparah and Adhabari.

2. The Lieutenant-Governor gathers from the report that not only is the situation of Balceparah necessarily unhealthy, but the water is bad and the lines near the level to which the water of the jheel rises during the rains. In addition to this, it is found that the laborers do not earn more than Rs. 2-8 a month on the average, while rice is from 9 pie to 1 anna a seer; that they are only paid for six days in the week, (their Sunday pay being illegally deducted); that when suffering from fever they are still obliged to work in order to get any allowance at all: in the words of the committee the coolies "get into a weak state, and being in consequence incapacitated from earning full wages, and being mulcted of the Sundays' wages, are unable to provide the means; that is, to live sufficiently well to recover strength, and consequently die." The manager explains that the funds supplied to him are insufficient. There is, however, no European manager or assistant living on the spot, and the conclusion to which the committee come, is that the present garden and the lines of Balceparah are unfit for human habitation; but they propose certain arrangements which will, they think, make it possible for coolies to work at the garden, though not to reside there.

3. The Lieutenant-Governor cannot too strongly express his reprobation of and pain at the state of things which has been found to exist at this garden, and he very fully approves of the view you have taken of the case, and of your orders to close the existing garden to all imported laborers.

4. As the committee have taken a more lenient view in regard to the Adhabari garden, the Lieutenant-Governor cannot of course interfere; but he desires that the inspector will be particularly careful to inspect the garden frequently, and to pay special attention to the illegal practice of not paying the laborers their full wages, including Sundays, and will insist upon proper hospital accommodation being provided.

5. The Lieutenant-Governor concurs with you in the hope that the Agra Bank Corporation, who are the owners of these gardens, will see the necessity of providing a resident European manager, and of seeing that their imported coolies are treated with justice and with reasonable care and attention in the future. He deeply regrets that so discreditable a state of things should be brought to light in gardens owned by so large and important an institution.

No. 3799.

COPY of this letter, and of the one to which it is a reply, with enclosures, forwarded to the Assistant Secretary to the Government of Bengal in the Legislative Department, in continuation of this office memorandum No. 3410, dated 13th October 1871, for consideration in connexion with the necessity of revising section 117, Act II (B.C.) of 1870, and with special reference to the want of sufficient provision to compel payment of wages when the coolies are disabled by the unhealthiness of the places to which they are brought.

No. 3800.

COPY of this letter, and of the one to which it is a reply, with enclosures, forwarded to Government of India, Department of Agriculture, Revenue, and Commerce, for information.

Rainfall, Weather and State and Prospects of the Crops.

Statement showing Rainfall, Weather and State and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 25th November 1871.

No	District.	Date of return from each district.	Rainfall at Sudder Station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
1	Bhaugulpore	Nov. 25th	0	Favorable	Paddy being reaped, cold weather crops progressing favorably. A little rain now would do them good.	
2	Monghyr	" 25th	0	Favorable, except in the Jumooi sub-division.	Good, except on high lands. Cold weather crops and poppy are sown.	
3	Purneah.	" 25th	0	Fine and cold	Rice being reaped, cold weather crops promising.	
4	Rajmchal	" 25th	0	Favorable	One-fourth of the rice crop has been destroyed for want of rain.	
5	Deoghur	" 25th	0	Fair and dry	Both rice and the cold weather crops will be less than in the last year.	
6	Nya Doomka	" 25th	0	Seasonable	Paddy is being reaped, and a poor harvest expected	
7	Godda	" 25th	0	Warm and cloudy	Favorable.	
8	Pakour	" 25th	0	Seasonable	Satisfactory.	
9	Jamtara	" 25th	0	Fine	Favorable.	
10	Patna.	" 25th	0	Cool	Rice being reaped, a 12-anna outturn expected.	
11	Gya	" 25th	0		Spring crops doing very well.	
12	Chumparun	" 25th	0	Fine and suitable	Spring crops good.	
13	Sarun	" 25th	0	Dry and fair	Rice promising; spring crops being sown	
14	Shahabad	" 25th	0	Favorable	Good.	
15	Tirhoot	" 25th	0	Cool and pleasant	All the crops are flourishing; rice being reaped.	Cholera & small-pox prevailing in some places.
16	Rajshahye	" 23rd	0	Good	Excellent.	
17	Bogra	" 24th	0	Fair	Generally favorable; high lands have suffered somewhat from want of rain.	
18	Dinagepore	" 25th	0	Fine	Good	
19	Maldah	" 25th	0	Dry	Spring crops healthy.	Cholera has not disappeared as yet.
20	Moorshedabad	" 25th	0	Fine and seasonable.	Good	
21	Pubna	" 25th	0	Fair and cool	Good. Harvest commenced	
22	Rungpore	" 25th	0	Fair	Rice about to be reaped; winter crops flourishing.	
23	Burdwan	" 25th	0	Cool	Full harvest of rice not expected owing to want of rain. Cold weather crops progressing favorably.	
24	Bancoorah	" 25th	0	Fine	Good.	
25	Beerbhoom	" 25th	0	Clear	Rice very good, except where destroyed by flood. Reaping has commenced.	
26	Hooghly	" 25th	0	Satisfactory	Satisfactory.	
27	Howrah	" 25th	0	Cool and dry	Very good.	
28	Midnapore	" 24th	0	Fine, but sometimes hazy and cloudy.	Fair; a little rain would have done good.	Few cases of cholera have occurred. Cattle disease diminishing.
29	Nuddea	" 25th	0	Clear and cool	Amun harvest fair. Cold weather crops good.	
30	Jessore	" 24th	0	Fair	Good throughout, except where there has been inundation.	
31	24-Pergunnahs	" 25th	0	Seasonable	Good as before.	
32	Dacca	" 25th	0	Fair	Favorable.	
33	Backergunge	" 25th	0	Fair	Excellent.	
34	Furreedpore	" 25th	0	Fine	Very good.	
35	Mymensingh	" 17th	0	Cold weather setting in.	Crops nearly cut.	
36	Sylhet	" 18th	0	Fair	Excellent.	
37	Cachar	" 18th	0	Fine	Generally favorable.	No sickness.
38	Chittagong	" 17th	0			

No.	District.	Date of return from each district.	Rainfall at Sudder Station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
39	Noakhally or Bulloah.	Nov. 17th	0	Fair	... Good	
40	Tipperah	" 24th	0	Fair	... Good.	
41	Hill Tracts of Chittagong.	" 18th	0	Foggy	... Good.	
42	Cuttack	" 25th	0	Fair	... Good.	
43	Balasore	" 25th	0	Very good	... Crops being reaped, and harvest much above the average.	District highly prosperous.
44	Pooree	" 17th	0	Generally fair	... There has been great loss in rice in many districts; in others it is good.	Rice dearer than usual; the price may rise further. Exportation going on.
45	Hazareebaugh	" 25th	0	Dry	... Good. Rice harvest commenced.	
46	Lohardugga	" 21th	0	Fine	... Good. More rain necessary for spring crops in Palamow.	
47	Maunbhoom	" 25th	0	Fine	... About 6-anna loss expected in rice; other crops suffering from want of rain.	
48	Singbhoom	" 17th	0	Fair and cool	... Good.	
49	Durrung	" 18th	0.9	Variable	... Crops looking well.	
50	Nowgong	" 17th	0	Clear	... Good.	
51	Seebaugor	" 18th	0.5	Cool and pleasant	... Satisfactory.	
52	Kamroop	" 18th	0	Dry	... Favorable.	
53	Luckimpore	" 18th	0.4	Excellent	... Satisfactory.	
54	Khasi and Jynteah Hills.	" 17th	0.3	Fine	... Good.	
55	Naga Hills	" 10th	0	Clear and hot	... Favorable. All crops are being gathered.	
56	Julpigoree	" 24th	0	Cloudy and warm	... Want of rain has injured the rice crop much. Mustard promising.	
57	Gowalparah	" 18th	0	Foggy	... Winter crop promising, but for want of rain extent of cultivation has been limited.	
58	Garo Hills	" 18th	0	Fair	... Cotton crop good; it is being gathered.	
59	Darjeeling	" 24th	0.2	Healthy	... Favorable.	
60	Cooch Behar	" 18th	0	Seasonable	... Rice promising; it is being cut.	

N. B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 28th November 1871.

R. H. WILSON,
Offg. Under-Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISION.	Stations.	Rain from 6th to 12th Nov. 1871.	Rain from 13th to 19th Nov. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Inches	Up to date.	
CUTTACK.	Cuttack { Telegraph Office ...	Nil.	Nil.	56.28	19th Nov. 1871.	
	Jail ...	ditto	ditto	50.23	ditto.	
	False Point ...	ditto	0.20	80.29	ditto.	
	Jajipore ...	ditto	Not received	89.12	12th Nov. 1871	
	Kendraparah ...	ditto	ditto	48.30	ditto.	
	Jugutampore ...	ditto	ditto	50.03	ditto.	
	Sambulpore ...	Not received	ditto	41.76	22nd Oct. 1871.	
	Balasore ...	Nil	Nil	63.86	19th Nov. 1871.	
	Bhadrak ...	ditto	ditto	52.98	ditto.	
	Pooree ...	ditto	ditto	55.33	ditto.	
NAGPORE.	Khoordah ...	Not received	Not received	56.12	29th Oct. 1871.	
	Hazarebaugh Jail ...	Nil	Nil	55.06	19th Nov. 1871.	
	Burhee ...	ditto	ditto	49.02	ditto.	
	Pachamba ...	ditto	ditto	57.32	ditto.	
	Ranchee ...	ditto	ditto	61.33	ditto.	
	Palamow ...	ditto	ditto	51.56	ditto.	
	Purulia ...	ditto	ditto	61.20	ditto.	
	Gobindpore ...	ditto	Not received	53.91	12th Nov. 1871	From 12th June.
	Chyebanaa ...	ditto	Nil	58.43	19th Nov. 1871.	
	Patna (Bankipore) ...	ditto	ditto	50.32	ditto.	
PATNA.	Dinapore Jail ...	ditto	ditto	54.22	ditto.	
	Behar ...	ditto	ditto	37.04	ditto.	
	Barh ...	ditto	ditto	58.08	ditto.	
	Gya ...	ditto	ditto	47.07	ditto.	
	Sherghotty ...	ditto	ditto	46.17	ditto	Not received 16th to 22nd Oct.
	Nowadah ...	ditto	ditto	53.90	ditto	Not received 2nd to 8th Oct.
	Ajungebad ...	ditto	ditto	30.33	ditto.	
	Chumuarun ...	ditto	ditto	50.53	ditto	Not received 9th Oct. to 6th Nov.
	Bettiah ...	ditto	ditto	61.03	ditto	From 5th June, and not received 9th to 22nd Oct.
	Chuprah ...	ditto	ditto	75.07	ditto.	
BANGALORE.	Sewan ...	ditto	ditto	83.01	ditto.	
	Mozumerpore ...	0.40	Not received	77.02	12th Nov. 1871.	
	Durlihangah ...	Nil	ditto	78.70	ditto	Not received 9th to 22nd Oct.
	Sectanaree ...	Not received	ditto	63.89	8th Oct. 1871	
	Tajpore ...	Nil	ditto	53.98	19th Nov. 1871	Not recorded 6th to 19th March, and not received 23rd to 29th Oct.
	Mudhubani ...	ditto	ditto	60.01	ditto	From 1st April, and not received 10th to 22nd Oct.
	Hajipore ...	ditto	ditto	50.02	ditto	From 22nd May.
	Arrah ...	ditto	ditto	60.89	ditto.	
	Buxar ...	ditto	Not received	72.48	12th Nov. 1871	Not received 30th Oct. to 5th Nov.
	Sasseram ...	ditto	ditto	52.55	ditto	Ditto.
BANGALORE.	Bhubhoosh ...	Not received	ditto	61.37	5th Nov. 1871.	
	B-naree ...	Nil	Nil	55.13	19th Nov. 1871.	
	Bhangulpore ...	Not received	ditto	37.02	ditto	Not received 9th Oct. to 12th Nov.
	Mudheypoolah ...	ditto	ditto	56.23	ditto	Not received 30th Oct. to 12th Nov.
	Banka ...	Nil	ditto	40.24	ditto.	
	Soopool ...	ditto	ditto	32.29	ditto	From 14th August.
	Monghyr ...	ditto	ditto	58.02	ditto.	
	Jainoor ...	ditto	ditto	47.37	ditto.	
	Bagoosorai ...	ditto	ditto	41.39	ditto.	
	Deoghur ...	ditto	Not received	68.52	12th Nov. 1871.	
RAJSHAHY.	Janitara ...	ditto	Nil	62.53	10th Nov. 1871	From 13th February.
	Rajmehal ...	ditto	ditto	73.50	ditto	From 12th February, and not received 9th to 22nd Oct.
	Pakour ...	ditto	Not received	48.19	12th Nov. 1871	From 21st May, and not received 9th Oct. to 5th Nov.
	Purneah ...	ditto	Nil	80.33	10th Nov. 1871.	
	Kishengunge ...	ditto	Not received	65.82	12th Nov. 1871	From 13th June.
	Arrareah ...	Not received	ditto	77.06	1st Oct. 1871	From 26th June.
	Rampore Beaulah ...	Nil	Nil	72.51	19th Nov. 1871.	
	Nattore ...	ditto	ditto	85.16	ditto.	
	Bograh ...	ditto	ditto	92.90	ditto.	
	Dinapore ...	ditto	ditto	76.41	ditto.	
BUDHWAY.	Maldah ...	ditto	ditto	61.60	ditto.	
	Barhampore ...	ditto	ditto	59.07	ditto.	
	Jungipore ...	ditto	ditto	83.15	ditto.	
	Lalbagh ...	ditto	ditto	62.49	ditto	From 16th January.
	Jamooakandi ...	Not received	Not received	64.86	29th Oct. 1871	From 17th April, and not received 18th to 24th Sept.
	Puhna ...	Nil	Nil	71.52	19th Nov. 1871.	
	Serajgunge ...	Not received	ditto	76.96	ditto	Not received 6th to 12th Nov.
	Rungpore ...	Nil	ditto	94.15	ditto.	
	Bhowanigunge ...	ditto	Not received	67.31	12th Nov. 1871	From 22nd January.
	Titalya ...	ditto	0.20	81.08	10th Nov. 1871.	
BUDHWAY.	Burdwan ...	ditto	Nil	68.35	ditto.	
	Cutwa ...	ditto	ditto	60.72	ditto	Not received 30th Oct. to 5th Nov.
	Culina ...	ditto	ditto	64.21	ditto	Not received 16th to 22nd October.
	Bood-Bood ...	ditto	ditto	65.20	ditto.	
	Bancoorah ...	ditto	ditto	61.40	ditto.	
	Raneegunge ...	ditto	ditto	54.88	ditto.	
	Sooree ...	ditto	ditto	61.61	ditto.	
	Hooghly ...	ditto	ditto	79.90	ditto.	
	Serampore ...	ditto	ditto	55.41	ditto	From 20th March.
	Jehanabad ...	Not received	Not received	66.66	15th Oct. 1871	From 21st April.
BUDHWAY.	Howrah ...	Nil	Nil	93.36	19th Nov. 1871.	
	Midnapore ...	ditto	ditto	72.02	ditto.	
	Contai { Dy. Collr.'s Office ...	ditto	ditto	87.15	ditto	Not received 16th to 22nd Oct.
	Ese. Engr.'s Office ...	ditto	ditto	100.62	ditto.	
BUDHWAY.	Gurbetta ...	ditto	ditto	63.05	ditto	From 6th February.
	Tamlook ...	Not received	Not received	70.78	5th Nov. 1871.	

DIVISION.	Stations.	Rain from 6th to 12th Nov. 1871.	Rain from 13th to 18th Nov. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Inches.	Up to date.	
PRESIDENT.	Kiahnaghar ...	Nil	Not received	60.55	12th Nov. 1871	
	Bongong ...	ditto	ditto	75.11	ditto.	
	Managhat ...	ditto	ditto	58.00	ditto.	
	Meherpore ...	ditto	ditto	63.21	ditto.	
	Choodangah ...	ditto	ditto	91.25	ditto.	
	Kooshtea ...	ditto	Nil	81.35	19th Nov. 1871.	
	Jessore ...	ditto	ditto	53.10	ditto.	
	Khoalnah ...	ditto	ditto	79.65	ditto.	From 16th February.
	Jenidah ...	Not received	Not received	92.43	5th Nov. 1871.	From 6th March.
	Nurail ...	ditto	ditto	61.03	ditto.	From 3rd April.
	Magoorah ...	ditto	ditto	41.81	ditto.	ditto.
	Bagirhaut ...	ditto	ditto	50.78	ditto.	ditto.
	Saugor Island ...	Nil	Nil	100.70	10th Nov. 1871.	
	Calcutta ...	ditto	ditto	93.31	ditto.	
	Alipore { Hospital ...	ditto	ditto	96.39	ditto.	Not received 30th Oct. to 5th Nov.
	Jail ...	Not received	ditto	97.63	ditto.	Not received 6th to 12th Nov.
	Barrackpore ...	ditto	Not received	84.52	1st Oct. 1871.	
	Dum-Dum ...	ditto	ditto	70.51	29th Oct. 1871.	
	Baraset ...	ditto	ditto	60.26	ditto.	Not received 2nd to 8th, and 16th to 22nd Oct.
	Satkherah ...	ditto	ditto	73.78	ditto.	Not received 2nd to 8th October.
	Busseerhant ...	ditto	ditto	74.56	15th Oct. 1871.	Not received 25th Sept. to 8th Oct.
Dacca.	Diamond Harbour ...	ditto	ditto	89.09	29th Oct. 1871.	Not received 2nd to 8th, and 16th to 22nd Oct.
	Barrapore ...	ditto	ditto	93.80	ditto.	
	Dacca { Telegraph Office ...	Nil	Nil	86.74	10th Nov. 1871	
	Jail ...	ditto	ditto	81.90	ditto.	
	Burrisaul ...	ditto	ditto	93.04	ditto.	
	Dowlat Khan ...	Not received	Not received	113.26	5th Nov. 1871	Not received 25th Sept. to 8th Oct.
	Persepore ...	Nil	Nil	92.45	19th Nov. 1871.	
	Madaripore ...	ditto	ditto	70.70	ditto.	
	Furzedpore ...	ditto	ditto	92.18	ditto.	From 5th June.
	Goalundo ...	ditto	ditto	69.33	ditto.	
	Mymensing ...	ditto	Not received	111.01	12th Nov. 1871.	
	Jamalporo ...	ditto	ditto	78.08	ditto.	
	Atteah ...	ditto	Nil	103.65	10th Nov. 1871.	
	Kishoregunge ...	ditto	ditto	117.71	ditto.	
CHITTAGONG.	Sylhet ...	ditto	ditto	144.09	ditto.	
	Cachar ...	ditto	ditto	91.37	ditto.	
	Hylakandy ...	Not received	Not received	93.25	29th Oct. 1871.	
	Koyah ...	Nil	ditto	103.63	12th Nov. 1871.	
	Chittagong { Telegraph Office ...	Nil	Nil	102.78	10th Nov. 1871	
	Jail ...	ditto	ditto	107.17	ditto.	
	Cox's Bazar ...	ditto	ditto	163.60	ditto.	
	Rangamates Hill ...	ditto	ditto	98.78	ditto.	
	Noakhally ...	ditto	ditto	132.83	ditto.	
	Tipperah ...	ditto	ditto	97.43	ditto.	
COCH BEHAR.	Brahmanbariah ...	ditto	Not received	111.32	12th Nov. 1871.	
	Akyab ...	ditto	Nil	100.30	10th Nov. 1871.	
	Cooch Behar ...	ditto	ditto	12.54	ditto.	From 22nd September.
	Buxa ...	0.70	0.14	167.33	ditto.	
	Goalparah ...	Nil	Nil	85.49	ditto.	
	Dhooobree ...	Not received	Not received	67.53	5th Nov. 1871	Not recorded 27th Feb. to 5th Mar
	Tura (Garro Hills) ...	Nil	ditto	107.54	12th Nov. 1871	
	Darjeeling { Telegraph Office ...	Not received	ditto	124.39	15th Oct. 1871.	
	Hospital ...	0.04	0.52	117.02	19th Nov. 1871.	
	Rungbee ...	Not received	Not received	180.91	31st Oct. 1871.	Not recorded since 6th August.
AMAR.	Falacottah ...	ditto	ditto	43.97	6th Aug. 1871	
	Julpigooree ...	Nil	Nil	91.86	19th Nov. 1871	
	Hoda ...	ditto	ditto	64.08	ditto.	
	Tesopore ...	ditto	Not received	81.13	12th Nov. 1871.	
	Nowgong ...	ditto	0.50	126.81	19th Nov. 1871.	Not received 9th to 15th Oct.
	Mungledye ...	ditto	Not received	67.05	12th Nov. 1871.	From 30th Jan.
	Burpettah ...	ditto	ditto	70.57	ditto.	Not received 25th Sept. to 1st Oct.
	Gowhatty ...	ditto	Nil	50.02	19th Nov. 1871	
	Seebaugor ...	ditto	Not received	115.80	12th Nov. 1871.	
	Jorehaut ...	0.40	ditto	91.89	ditto.	From 22nd February.
	Golaghat ...	Nil	ditto	105.58	ditto.	
	Nazacrah ...	0.02	ditto	109.68	ditto.	
	Debrooghur ...	Nil	ditto	103.52	ditto.	Not received 23rd Oct. to 5th Mar.
	Suddya ...	ditto	ditto	91.72	ditto.	Not received 11th to 21th Sept. and 16th to 22nd Oct.
AMAR.	Shillong ...	0.01	ditto	99.41	ditto.	
	Cherrapunjee ...	Nil	0.50	214.15	19th Nov. 1871.	From 18th February.
	Jaowai ...	ditto	Not received	120.60	12th Nov. 1871	Not received 30th Oct. to 5th Nov.
	Samooogoodting ...	ditto	ditto	57.02	ditto.	Not received 2nd to 8th Oct.

FANINDRA MOHAN BASU,
For Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 25th November 1871.

Meteorological Telegraphic Report for the period 19th to 25th November 1871.

STATION.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Bar. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Nov.											
	10th	10	30.021	30.030	70.5	67.4	60	W by S	...	...	CS	b
	16	16	29.922	29.940	80.0	68.0	49	W by S	...	...	CS	b
	20th	10	30.067	30.085	78.8	70.5	63	W by S	...	...	K	b
	16	16	29.929	29.947	81.6	70.2	55	S S W	...	...	...	b
	21st	10	30.057	30.075	78.0	71.5	71	S S W	...	...	...	b
	16	16	29.932	29.950	80.0	70.0	55	S W	...	...	...	b
	22nd	10	30.066	30.084	77.0	69.0	64	S W	...	...	...	b
	16	16	29.941	29.959	79.8	67.8	51	S W	...	...	...	b
	23rd	10	30.024	30.042	70.8	67.0	56	S W	...	...	CS	b
SAVON ISLAND.	16	16	29.908	29.926	81.0	67.7	48	S W	...	...	CS	b
	24th	10	30.063	30.081	77.0	68.0	60	W by S	...	...	CS	b
	16	16	29.953	29.971	82.5	68.7	40	W	...	...	CS	b
	25th	10	30.059	30.077	75.2	61.2	51	W by N	...	...	...	b
	16	16	29.930	29.957	80.8	65.0	34	N N W	...	...	...	b
	19th	10	30.026	30.033	70	70	61	N	7.0*	...	O	b, m
	16	16	29.944	29.960	85	74	57	W N W	4.0*	...	KS	b, m
	20th	10	30.079	30.085	77	71	80	N W	4.0*	...	K	b, m
	16	16	29.941	29.947	84	73	50	S W	5.1*	...	...	b, m
	21st	10	30.073	30.079	70	73	60	N N W	4.1*	...	K	b
CHITTAGONG.	16	16	29.963	29.970	83	73	60	S S W	7.7*	...	CS	b
	22nd	10	30.065	30.071	78	74	81	N W	16*	...	K	b
	16	16	29.949	29.954	83	75	67	S W	8.1*	...	KS	b
	23rd	10	30.010	30.013	78	71	69	N W	6.7*	...	C, CK	b
	16	16	29.929	29.935	81	72	62	W S W	4.5*	...	CS	b, m
	24th	10	30.072	30.078	80	73	66	N W	5.4*	...	C, CK	b
	16	16	29.970	29.976	85	73	54	N N W	5.1*	...	CS	b
	25th	10	30.072	30.078	78	67	53	N	10.7*	...	C	b
	16	16	29.961	29.967	61	63	49	N	15.0*	...	CS	b
	19th	10	29.953	30.003	77	70	69	N E	3.0*	...	...	b
MADRAS.	16	16	29.940	30.052	73	69	59	W	5.1*	...	...	b
	20th	10	29.990	30.102	79	71	65	E	3.8*	...	...	b
	16	16	29.870	29.982	70	71	65	W N W	4.1*	...	K	b
	21st	10	29.983	30.000	77	70	69	N E	3.4*	...	...	b
	16	16	29.900	30.072	78	68	54	W	4.1*	...	...	b
	22nd	10	29.983	30.006	77	71	73	N E	3.1*	...	K, CK	b, m
	16	16	29.870	29.983	70	71	65	W	3.6*	...	...	b
	23rd	10	29.953	30.003	77	71	73	N E	3.1*	...	...	b
	16	16	29.847	29.959	80	70	54	N W	4.4*	...	...	b
	24th	10	29.876	30.088	76	70	73	N E	2.8*	...	...	b
CUTTACK.	16	16	29.870	29.982	79	68	54	W	4.7*	...	...	b
	25th	10	29.948	30.058	80	76	72	N	6.3*	...	...	b
	16	16	29.852	29.964	70	60	53	W	4.9*	...	...	b
	18th	10	30.049	30.078	84	76	67	N E	9*	...	...	bo
	16	16	29.940	29.974	82	75	70	N E by N	11*	...	...	bo
	20th	10	30.012	30.042	83	75	67	N E by N	9*	...	...	bo
	16	16	29.909	29.930	82	74	66	N E by N	10*	...	...	bo
	21st	10	30.003	30.033	82	73	63	N N E	11*	...	...	bo
	16	16	29.903	29.933	81	73	60	N N E	10*	...	...	bo
	22nd	10	29.993	30.023	81	74	70	N E by N	11*	...	...	bo
AKHAB.	16	16	29.981	29.991	77	74	86	N N E	10*	0.11	...	o
	23rd	10	29.990	30.020	77	74	86	N N E	9*	0.11	...	o
	16	16	29.864	29.894	78	75	86	N N E	5*	1.13	...	o
	24th	10	29.954	29.984	75	74	95	N E	9*	2.76	...	o
	16	16	29.875	29.905	75	71	95	N E by E	6*	0.12	...	o
	25th	10	30.002	30.032	70	60	64	E by N	5*	...	...	bo
	16	16	29.889	29.919	82	77	78	E N E	5*	0.01	...	bo
	18th	10	29.993	30.076	70	74	77	Calm	...	...	KS	fair
	16	16	29.870	29.952	88	72	43	N W	2*	...	...	fair
	20th	10	29.893	29.976	79	73	73	Calm	...	...	...	fair
AKHAB.	16	16	29.863	29.945	88	70	37	N N E	1*	...	...	fair
	21st	10	30.016	30.060	80	68	51	Calm	...	...	...	fair
	16	16	29.863	29.915	85	68	37	N	3*	...	...	b, fair
	22nd	10	29.996	30.070	80	69	54	N E	1*	...	...	fair
	16	16	29.875	29.957	85	68	37	N N E	3*	...	...	fair
	23rd	10	29.996	30.079	79	71	65	Calm	...	...	...	fair
	16	16	29.858	29.910	80	69	38	W N W	2.2*	...	C	cloudy
	24th	10	29.981	30.064	78	70	65	E S E	8*	...	CK, C	cloudy
	16	16	29.868	29.951	82	68	45	N W	1.8*	...	C, CK	cloudy
	25th	10	30.036	30.019	70	68	54	S S W	4*	...	C	cloudy
AKHAB.	16	16	29.885	29.907	85	70	44	W N W	1.8*	...	C, CK	cloudy
	19th	10	30.012	30.027	76	73	80	N E	1	...	C, CS, KS, CK	b
	16	16	29.920	29.941	82	74	66	S W	1	...	K, KS, S, CK, C, CS	b
	20th	10	30.053	30.067	78	74	81	N N E	1	...	K, KS, C, CS	b
	16	16	29.914	29.939	83	75	67	S S W	1	...	K, CK, KS	b
	21st	10	30.040	30.055	78	74	81	E N E	1	...	K, KS	b
	16	16	29.924	30.039	82	74	66	W N W	1	...	KS, K, CS, C, CK, S	b
	22nd	10	30.030	30.045	77	74	86	E N E	1	...	C, K, CK	b
	16	16	29.920	29.941	81	74	70	W N W	1	...	C, K, CK	b
	23rd	10	30.012	30.027	76	71	77	N E	1	...	C, CS	b
AKHAB.	16	16	29.909	29.924	81	73	66	W	1	...	K, CK, C	b
	24th	10	30.035	30.049	75	71	81	E N E	1	...	CK	b
	16	16	29.932	29.947	80	72	66	W N W	1	...	...	b
	25th	10	30.005	30.019	75	70	76	E N E	1	...	...	b
	16	16	29.892	29.907	80	72	66	W N W	1	...	CS, K	b

* Velocity of wind in miles per hour.

CALCUTTA,
The 25th November 1871.FANINDRA MOHAN BASU,
For Meteorological Reporter to the Government of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 15th to 21st November 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
Nov.	15th	Inches. 29.942	85.5	73.5	140.0	78.5	72.2	69.5	0.75	SS W & W by S	...	Miles. 67.8	In. ...	...	Clear.
	16th	931	85.7	73.5	139.0	78.6	72.4	68.1	.71	W by S & W by N	...	90.7	...	...	Chiefly clear.
	17th	984	84.4	71.5	148.0	77.1	70.8	66.4	.71	W by N & W	...	57.7	...	...	Clear. Slightly foggy at 11 P.M.
	18th	993	83.2	70.5	139.8	76.2	70.8	67.0	.74	W & W by S	...	72.2	...	...	Chiefly clear. Slightly foggy from 7 to 9 P.M.
	19th	968	82.5	69.0	137.8	75.2	69.2	63.3	.68	W by S	...	52.4	...	...	Clear.
	20th	993	82.6	69.5	138.8	7.55	69.7	65.6	.73	W by S & S S W	...	73.2	...	...	Clear and cumuli. Foggy from 7 to 10 P.M.
	21st	902	82.0	69.5	137.5	75.2	69.9	66.2	.75	SS W & S W	...	43.4	...	...	Clear and cumuli. Slightly foggy at 8 and 9 P.M.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days		...	16.7
The max. temperature during the past seven days		...	85.7
The max. temperature during the corresponding period of the past year		...	82.0
The mean humidity during the past seven days		...	0.72
The mean humidity during the corresponding period of the past year		...	0.73
			Inches.
The total fall of rain from 15th to 21st		... { by lower rain gauge	Nil
		... { by anemometer gauge	Nil
Ditto ditto average of seventeen previous years		...	0.08
Ditto between the 1st January and the 21st November		...	93.31
Ditto ditto ditto ditto, average of seventeen previous years...		...	68.87

CALCUTTA,
The 24th November 1871.

GOPBENAUTH SEN,
In charge of the Observatory.

**Abstract of the Results of the Hourly Meteorological Observations taken
at the Surveyor-General's Office, Calcutta, in the month of
October 1871.**

LATITUDE 22° 33' 1" north. **Longitude** 88° 20' 34" east. **Height of the cistern of the
standard barometer above the sea-level, 18.11 feet.**

MONTHLY RESULTS.			Inches.
Mean height of the barometer for the month	...	...	29.804
Max. height of the barometer occurred at 9 A.M. on the 16th	...	...	29.977
Min. height of the barometer occurred at 3 P.M. on the 26th	...	...	29.624
Extreme range of the barometer during the month	...	...	0.353
Mean of the daily max. pressures	...	...	29.867
Ditto . . ditto min. ditto	...	...	29.748
Mean daily range of the barometer during the month	...	...	0.119
			°
Mean dry bulb thermometer for the month	...	...	81.6
Max. temperature occurred at 3 P.M. on the 4th	...	...	92.0
Min. temperature occurred at 5 & 6 A.M. on the 26th & 27th	...	...	71.0
Extreme range of the temperature during the month	...	...	21.0
Mean of the daily max. temperature	...	...	87.1
Ditto ditto min. . ditto	...	...	77.1
Mean daily range of the temperature during the month	...	...	10.0
Mean wet bulb thermometer for the month	...	...	76.7
Mean dry bulb thermometer above mean wet bulb thermometer	...	...	4.9
Computed mean dew-point for the month	...	...	73.3
Mean dry bulb thermometer above computed mean dew-point	...	...	8.8
			Inches.
Mean elastic force of vapour for the month	...	...	0.809
			Troy grain.
Mean weight of vapour for the month	...	...	8.70
Additional weight of vapour required for complete saturation	...	...	2.64
Mean degree of humidity for the month, complete saturation being unity	...	...	0.77
Mean max. solar radiation thermometer for the month	...	...	145.6
			Inches.
Rained 9 days,—max. fall of rain during 24 hours	...	...	2.58
Total amount of rain during the month	...	...	7.03
Total amount of rain indicated by the gauge* attached to the anemometer during the month	...	...	6.20
Prevailing direction of the wind	...	W N W, N W & S by W.	

* Height, 70 feet 10 inches above ground.

The 28th November 1871.

GOPEENATH SEN,
In charge of the Observatory.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 11th November 1871, on 1,280 miles open.

	COACHING TRAFFIC.			MERCHANDISE AND MINERAL TRAFFIC.			Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.		
		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	94,671	1,76,518 3 10	10,180 16 9	611,525 0	3,80,710 5 9	35,723 9 0	51,904 5 9
Or per mile of railway ...	...	137 14 6	12 12 10	....	304 7 4	27 18 2	40 11 0
For previous 18 weeks of half-year	1,000,933	21,03,383 10 10	102,808 6 9	7,423,385 0	43,73,330 7 9	400,888 12 6	593,696 19 8
Total for 19 weeks ...	1,755,604	22,79,881 14 8	208,989 3 6	8,034,910 0	47,63,040 13 6	430,612 1 6	645,601 5 0
COMPARISON.							
Total for corresponding week of previous year ...	95,434	1,75,215 1 7	16,061 7 8	534,760 0	3,71,131 4 0	34,030 7 3	50,061 14 11
Per mile of railway corresponding week of previous year	.....	154 13 7	14 3 11	.....	328 0 0	30 1 4	44 5 3
Total to corresponding date of previous year ...	1,738,777	24,28,699 8 10	222,630 15 10	8,856,211 20	63,33,924 1 7	580,600 10 10	803,231 6 8

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 11th November 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	5,092	15,630 6 7	1,432 15 9	69,764 20	20,003 7 3	1,833 13 0	3,266 8 9
Or per mile of railway ...	...	70 1 5	6 8 6	...	89 11 3	8 4 5	14 12 11
For previous 18 weeks of half-year...	64,847	1,59,375 3 3	14,609 7 10	704,780 30	1,87,204 15 3	17,100 9 1	31,769 16 11
Total for 19 weeks ...	69,939	1,76,005 9 10	16,042 3 7	774,535 10	2,07,208 6 6	18,094 2 1	35,036 5 8
COMPARISON.							
Total for corresponding week of previous year ...	5,761	18,408 15 4	1,095 14 9	43,225 0	17,240 0 6	1,580 6 9	3,276 1 6
Per mile of railway corresponding week of previous year ...	...	82 15 3	7 12 1	...	77 5 0	7 1 9	14 13 10
Total to corresponding date of previous year ...	66,307	1,80,825 8 8	17,432 6 10	415,400 30	134,110 14 6	12,294 6 6	29,786 13 4

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 11th November 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	25,804	16,215 12 3	1,488 8 11	41,610 20½	40,379 5 7	4,251 8 10	5,737 17 9
Or per mile of railway ...	165	103 9 10	9 10 0	263 0	259 5 8	27 3 3	30 13 3
For previous 19 weeks of half-year	475,702	2,45,568 8 0	22,510 9 1	1,100,525 16½	4,30,904 8 9	39,508 14 10	62,019 3 11
Total for 20 weeks ...	501,506	2,61,784 4 9	23,098 18 0	1,241,041 37	4,77,283 14 4	43,760 3 8	67,757 1 8
COMPARISON.							
Total for corresponding week of previous year ...	33,814	37,120 15 8	1,570 4 11	118,163 30	28,830 9 1	2,642 16 0	4,213 0 11
Per mile of railway corresponding week of previous year ...	290	151 4 2	13 17 4	1,043 0	234 9 2	23 6 8	37 4 0
Total to corresponding date of previous year ...	491,908	2,62,755 8 0	23,109 5 2	2,221,040 30	4,06,945 6 0	45,553 6 5	68,722 11 7

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 11th November 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week ...	4,496	717 6 0	71 14 0	14,617 20	451 0 6	45 2 1	116 16 10
Or per mile of railway ...	160	25 10 0	2 11 3	522 2	16 1 9	1 12 3	4 3 6
For previous 5 weeks of half-year...	19,031	3,274 12 0	327 9 7	62,345 20	2,028 13 0	202 17 8	536 7 3
Total for 6 weeks ...	23,527	3,992 2 9	399 4 4	76,963 0	2,479 14 0	247 19 9	647 4 1
COMPARISON.							
Total for corresponding week of previous year ...	4,665	868 3 0	86 16 4	13,637 30	433 1 3	43 4 2	130 0
Per mile of railway corresponding week of previous year ...	167	31 0 1	3 2 0	483 0	15 6 10	1 10 10	4 13 10
Total to corresponding date of previous year ...	22,398	4,225 12 9	4 2 11 6	59,492 3	1,912 10 9	191 5 4	615 16 10

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 18th November 1871, on 1,280 miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.
	Number of passengers.	Coaching receipts.		Weight carried.	Receipts.				
		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.		
Total traffic for the week	80,903	1,59,874 5 6	14,655 3 0	582,936 20	3,75,877 9 3	34,455 8 11	40,110 11 11		
Or per mile of railway	124 14 5	11 9 0	11 9 0	.....	293 10 6	20 18 4	38 7 4	
For previous 19 weeks of half-year	1,755,604	23,70,831 14 8	208,080 3 6	8,034,910 0	47,63,040 13 6	436,612 1 6	645,601 5 0		
Total for 20 weeks	1,845,506	24,30,756 4 2	233,644 6 0	8,617,846 20	51,38,918 6 9	471,067 10 5	691,711 16 11		
COMPARISON.									
Total for corresponding week of previous year *	96,102	1,78,571 0 6	16,360 0 3	490,213 10	3,51,920 1 7	32,200 3 4	48,620 3 7		
Per mile of railway corresponding week of previous year ... ..	.....	167 13 1	14 0 4	.....	311 0 6	28 10 3	42 10 7
Total to corresponding date of previous year	1,834,879	26,07,270 9 4	238,090 16 1	8,355,423 30	66,85,753 3 2	612,860 14 2	851,860 10 3		

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 18th November 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	6,015	21,350 13 0	1,957 10 8	40,019 30	14,320 6 0	1,312 14 0	3,270 13 8
Or per mile of railway	168	95 12 7	8 15 7	.....	64 3 5	5 17 9	14 13 4
For previous 19 weeks of half-year	60,930½	1,75,005 9 10	10,042 3 7	774,535 10	2,07,208 6 6	18,994 2 1	35,036 5 8
Total for 20 weeks	75,954½	1,96,365 6 10	18,000 3 3	823,555 0	2,21,528 12 6	20,306 16 1	38,590 19 4
COMPARISON.							
Total for corresponding week of previous year	4,818½	22,131 6 3	2,028 14 2	31,757 30	11,377 18 3	1,042 19 4	3,071 13 6
Per mile of railway corresponding week of previous year ... ..	.....	90 3 11	9 1 11	.....	51 0 4	4 13 7	13 15 6
Total to corresponding date of previous year	71,126	2,12,956 14 11	19,521 1 0	450,159 20	1,45,497 11 9	13,337 5 10	32,858 6 10

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 18th November 1871, on 156½ miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	26,204½	17,369 6 9	1,592 2 1	33,546 20	21,783 7 1	1,996 16 4	3,588 18 5
Or per mile of railway	168	110 15 8	10 3 6	214 0	139 3 1	13 15 2	22 18 8
For previous 20 weeks of half-year	501,500½	2,01,764 4 9	23,996 18 0	1,211,041 37	4,77,283 14 4	43,760 8 8	67,767 1 8
Total for 21 weeks	527,801	2,79,152 11 6	25,580 0 1	1,274,584 17	5,00,067 5 5	45,757 0 0	71,346 0 1
COMPARISON.							
Total for corresponding week of previous year	25,805	15,608 15 6	1,430 16 6	105,789 18	24,721 1 5	2,556 2 0	3,696 16 6
Per mile of railway corresponding week of previous year	224	137 13 3	12 12 8	684 0	218 4 7	20 0 3	32 12 11
Total to corresponding date of previous year	517,773	2,69,364 7 5	24,000 1 8	2,320,836 8	5,21,667 7 5	47,819 8 5	72,419 10 1

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 18th November 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	6,251½	874 13 3	87 9 8	14,324 0	430 0 3	43 1 2	130 10 10
Or per mile of railway	223	31 3 11	3 2 6	511 20	15 6 1	1 10 0	4 13 3
For previous 6 weeks of half year	23,527½	3,092 2 9	300 4 4	70,063 0	2,479 14 0	227 19 0	617 4 1
Total for 7 weeks	29,781	4,967 0 0	446 14 0	81,284 0	2,910 7 3	291 0 11	777 14 11
COMPARISON.							
Total for corresponding week of previous year	5,513	887 12 3	84 15 7	10,059 0	332 6 0	33 4 10	122 0 5
Per mile of railway corresponding week of previous year	197	31 11 4	3 3 5	381 0	11 12 11	1 3 0	4 7 2
Total to corresponding date of previous year	27,911½	5,113 0 0	511 7 1	70,161 3	2,245 1 3	224 10 2	734 17 3

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WEDNESDAY, DECEMBER 6, 1871.

OFFICIAL PAPERS.

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Rainfall, Weather and State and Prospects of the Crops.

Statement showing Rainfall, Weather and State and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 2nd December 1871.

No.	District.	Date of return from each district.	Rainfall at Sudder Station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
1	Bhaugulpore	... Dec. 2nd	0	Favorable	... Outturn of rice is expected to be good. Cold weather crops flourishing; a little more rain necessary.	
2	Monghyr	... „ 2nd	0	Good	... Satisfactory.	
3	Purneah	... Nov. 11th	0	Fair	... Aughany crops good where not destroyed or damaged by inundation.	
4	Rajmehal	... Dec. 2nd	0	Fair. Cold increasing.	... Rice being reaped; cold weather crops promising.	
5	Deoghur	... „ 2nd	0	Favorable	... Good.	
6	Nya Doomka	... „ 2nd	0	Cold and dry	... Crops not so good as in last year.	
7	Godda	... „ 2nd	0	Cold and high westerly wind.	... Rice poor; rain wanted for the cold weather crops.	
8	Pakour	... „ 2nd	0	Fine	... Eight or ten-anna rice expected. Mustard and other crops good.	
9	Jamtara	... „ 2nd	0	Seasonable	... Satisfactory.	
10	Patna	... „ 2nd	0	Fine and dry	... Rice harvest commenced.	
11	Gya	... „ 2nd	0	Fine	... Favorable.	
12	Chumparun	... „ 2nd	0	Cool	... Rice harvest commenced; spring crops sown; mustard has flowered, and wheat and barley doing well.	
13	Sarun	... „ 2nd	0	Fine and seasonable.	... Rice being reaped; it and other crops are fair. Full outturn is not expected in any.	Fever prevails in the north of the district
14	Shahabad	... „ 2nd	0	Dry and fair	... Rice being reaped; the spring crop almost sown.	
15	Tirhoot	... „ 2nd	0	Clear and cold	... Rice good where not damaged by rain.	
16	Rajshahye	... Nov. 30th	0	Cool and pleasant	... All crops flourishing; rice being reaped.	Cholera, small-pox, and cattle disease in some places.
17	Bogra	... Dec. 1st	0	Good	... Excellent.	
18	Dinagepore	... „ 2nd	0	Cool	... Good, except on high lands.	
19	Maldah	... „ 2nd	0	Fair	... Good	
20	Moorshedabad	... „ 2nd	0	Fair	... Spring crops good; kalai not favorable.	Cholera has not disappeared as yet.
21	Pubna	... „ 2nd	0	Fine and seasonable.	... Good.	
22	Rungpore	... „ 2nd	0	Fair and cool	... Good. The harvest is becoming general.	
23	Burdwan	... „ 2nd	0	Fair	... Amun good; winter crops promising.	
24	Bancoorah	... „ 2nd	0	Cool	... Paddy being reaped; winter crops progressing well.	
25	Beerbhoom	... „ 2nd	0	Cool	... Good. Harvest operations commenced.	
26	Hooghly	... „ 2nd	0	Clear	... Amun very good, except where destroyed by the floods; reaping commenced.	
27	Howrah	... „ 2nd	0	Favorable	... Satisfactory.	
28	Midnapore	... „ 1st	0	Cold and dry	... Very good nearly throughout the district.	
29	Nuddea	... „ 2nd	0	Clear and dry	... Rice being reaped; other crops good.	Cattle disease decreasing; health of the people good; few cases of cholera.
30	Jessore	... „ 1st	0	Generally clear	... Favorable.	
31	24-Pergunnahs	... „ 2nd	0	Fair	... Good where there has been no inundation.	
32	Dacca	... „ 2nd	0	Seasonable	... Good.	
33	Backergunge	... „ 2nd	0	Fair	... Favorable.	
34	Furzedpore	... „ 2nd	0	Cool and pleasant	... Excellent	
35	Mymensingh	... Nov. 24th	0	Fine	... Very good.	
36	Sylhet	... „ 25th	0	Cold weather settling in.	... Good.	
37	Cachar	... „ 25th	0	Fair	... Very good; reaping going on.	... General health good.

No.	District.	Date of return from each district.	Rainfall at Sudder Station, in inches.	Character of the weather in the district, as far as known.	State and prospects of the crops at date.	REMARKS.
38	Chittagong ...	Nov. 24th	0	Fine ..	Generally favorable, though some damage is done by salt-water inundation.	
39	Noakhally or Bulloah. ...	" 24th	0	Fair ...	Good.	
40	Tipperah ...	Dec. 1st	0	Fair ...	Good.	
41	Hill Tracts of Chittagong. ...	Nov. 25th	0	Generally foggy...	Good.	
42	Cuttack ...	Dec. 2nd	0	Fair ...	Good.	
43	Balasoro	" 2nd	0	Good ...	Paddy nearly reaped : it is above the average. Spring crops promising well.	
44	Pooree ...	Nov. 24th	0	Fine and rather hot.	Generally good, though there have been heavy losses in some parts of the district.	
45	Hazareobaugh ...	" 2nd	0	Dry ...	Favorable.	
46	Lohardugga ...	Dec. 1st	0	Fine ...	Favorable, but more rain required for the spring crops.	
47	Maunbhoom ...	" 2nd	0	Fine ...	Rice much damaged. Other crops suffering from want of rain.	
48	Singbhoom ...	Nov. 24th	0	Dry and cold ...	Favorable.	
49	Durrung ...	" 25th	0.9	Variable ...	Rice good ; reaping began. Other crops fair.	
50	Nowgong ...	" 24th	1.1	Fair and cool ...	Good.	
51	Seobsaugor ...	" 24th	2.1	Cool and healthy ...	Satisfactory.	
52	Kamroop ...	" 25th	0	Cold and dry ..	Rice favorable.	
53	Luckimpore ...	" 25th	0.2	Excellent ...	Satisfactory. Reaping commenced.	
54	Khasi and Jynteah Hills. ...	" 24th	0	Fine and seasonable.	Good.	
55	Naga Hills ...	" 17th	0.5	Mostly cloudy ...	Rice nearly gathered. Cotton good ; it is being plucked.	
56	Julpigoree ..	Dec. 1st	0	Cool ...	Amun being reaped ; six-anna loss expected.	
57	Gowalparah ...	Nov. 25th	0.2	Foggy and cloudy	Winter crops promising, but for want of rain extent of cultivation has been limited.	
58	Garo Hills ...	" 25th	0	Fair ...	Cotton good.	
59	Darjeeling ..	Dec. 2nd	0	Healthy ..	On the hills good. In the terai rice has suffered from want of rain by about one-fourth.	
60	Cooch Behar ...	Nov. 25th	0	Seasonable ...	The crops are being cut.	

Published for general information.

FORT WILLIAM :
The 5th December 1871.

R. H. WILSON,
Offg. Under-Secy. to the Govt. of Bengal.

**Weekly Report of Rainfall compiled at the Meteorological
Reporter's Office.**

DIVISIONS.	Stations.	Rain from 13th to 19th Nov. 1871.	Rain from 20th to 26th Nov. 1871.	RAIN FROM 1ST JANUARY 1871.		REMARKS.
				Inches	Up to date.	
CHOTA NAGPORE.	Cuttack { Telegraph Office ...	Inches. Nil.	Inches Nil	56.28	26th Nov. 1871	
	Cuttack { Jail ...	ditto ditto	ditto ditto	50.23	ditto	
	Fales Point ...	0.20	ditto	69.29	ditto.	
	Jajipore ...	Nil	ditto	89.12	ditto.	
	Kendraparah ...	ditto	ditto	48.30	ditto.	
	Jugutsingpore ...	ditto	ditto	50.03	ditto.	
	Sambulpore ...	ditto	Not received	41.76	19th Nov. 1871.	
	Balasoro ...	ditto	Nil	63.86	26th Nov. 1871.	
	Bhuddruck ...	ditto	Not received	52.98	19th Nov. 1871.	
	Pooroo ...	ditto	Nil	55.32	26th Nov. 1871.	
	Khoordah ...	Not received	Not received	50.42	20th Oct. 1871.	
	Hazareebaugh Jail ...	Nil	Nil	55.66	26th Nov. 1871.	
	Burhee ...	ditto	ditto	49.02	ditto.	
	Pachamba ...	ditto	ditto	57.32	ditto.	
	Ranchee ...	ditto	ditto	61.43	ditto.	
	Palarnow ...	ditto	ditto	51.56	ditto.	
	Purulia ...	ditto	ditto	61.20	ditto.	
	Gobindpore ...	ditto	ditto	53.01	ditto	From 12th June.
	Chyebassee ...	ditto	ditto	58.42	ditto.	
	Patna (Bankipore) ...	ditto	ditto	59.32	ditto.	
PATNA.	Dinapore Jail ...	ditto	ditto	58.04	ditto.	
	Bohar ...	ditto	Not received	54.22	19th Nov. 1871.	
	Barh ...	ditto	Nil	37.61	26th Nov. 1871.	
	Gya ...	ditto	ditto	47.97	ditto.	
	Sherghotty ...	ditto	ditto	46.17	ditto	Not received 16th to 22nd Oct.
	Nowadah ...	ditto	ditto	53.90	ditto	Not received 2nd to 8th Oct.
	Arungabad ...	ditto	ditto	39.33	ditto.	
	Champurau ...	ditto	Not received	59.53	19th Nov. 1871	Not received 9th Oct. to 5th Nov.
	Bettiah ...	ditto	Nil	61.93	26th Nov. 1871	From 5th June, and not received 9th to 22nd Oct.
	Chuprah ...	ditto	ditto	75.07	ditto.	
	Sewan ...	ditto	ditto	83.61	ditto.	
	Mozufferpore ...	Not received	ditto	77.02	ditto	Not received 13th to 19th Nov.
	Durbhangah ...	ditto	Not received	78.70	12th Nov. 1871	Not received 9th to 22nd Oct.
	Seetamarree ...	ditto	Nil	63.89	26th Nov. 1871	Not received 9th Oct. to 19th Nov.
	Tajpore ...	Nil	Not received	52.98	19th Nov. 1871	Not recorded 6th to 19th March, and not received 23rd to 29th Oct.
	Mudhubani ...	ditto	Nil	60.61	26th Nov. 1871	From 1st April, and not received 16th to 22nd Oct.
	Hajipore ...	ditto	ditto	50.92	ditto	From 22nd May.
	Arrah ...	ditto	ditto	60.89	ditto.	
	Buzar ...	ditto	ditto	72.48	ditto.	
	Sasseram ...	ditto	ditto	52.55	ditto	Not received 30th Oct to 5th Nov.
	Bhubhooh ...	Not received	Not received	61.37	5th Nov. 1871.	
BHARUGULPORE.	Benares ...	Nil	ditto	55.13	19th Nov. 1871	
	Bhangulpore ...	ditto	ditto	37.62	ditto	Not received 9th Oct. to 12th Nov.
	Mudheypoorah ...	ditto	ditto	56.23	ditto	Not received 30th Oct. to 12th Nov.
	Banka ...	ditto	Nil	40.24	26th Nov. 1871.	
	Sooopol ...	ditto	ditto	32.29	ditto	From 14th August.
	Monghyr ...	ditto	ditto	58.02	ditto.	
	Jamouie ...	ditto	ditto	47.37	ditto.	
	Begoonerai ...	ditto	ditto	41.39	ditto.	
	Deoghur ...	ditto	ditto	56.52	ditto.	
	Jauntara ...	ditto	ditto	62.53	ditto	From 13th February.
	Rajmehal ...	ditto	ditto	73.50	ditto	From 12th February, and not received 9th to 22nd Oct.
	Pakour ...	ditto	ditto	48.10	ditto	From 21st May, and not received 9th Oct. to 5th Nov.
	Purneah ...	ditto	Not received	80.33	19th Nov. 1871.	
	Kishengunge ...	ditto	ditto	65.82	ditto	From 13th June.
	Arrareah ...	Not received	ditto	77.06	1st Oct. 1871	From 26th June.
RAJSHAHY.	Rampore Beaulah ...	Nil	Nil	72.51	26th Nov. 1871.	
	Natore ...	ditto	ditto	85.16	ditto.	
	Bograh ...	ditto	ditto	92.09	ditto.	
	Dinapore ...	ditto	ditto	70.41	ditto.	
	Maldah ...	ditto	ditto	61.69	ditto.	
	Iserhampore ...	ditto	ditto	59.07	ditto.	
	Jungipore ...	ditto	ditto	63.15	ditto.	
	Lalbagh ...	ditto	ditto	62.49	ditto	From 16th January.
	Jamookandi ...	Not received	Not received	64.86	29th Oct. 1871	From 17th April, and not received 18th to 24th Sept.
	Pubna ...	Nil	Nil	71.52	26th Nov. 1871.	
	Serajunge ...	ditto	ditto	78.96	ditto	Not received 6th to 12th Nov.
	Rangpore ...	ditto	ditto	94.15	ditto.	
	Bhowanungo ...	ditto	ditto	67.31	ditto	From 22nd January.
	Titalya ...	0.20	ditto	81.08	ditto.	
	Burawan ...	Nil	ditto	68.35	ditto.	
BUDWAN.	Cutwa ...	ditto	ditto	69.72	ditto	Not received 30th Oct. to 5th Nov.
	Culina ...	ditto	ditto	64.21	ditto	Not received 16th to 22nd October.
	Bood-Bood ...	ditto	ditto	65.20	ditto.	
	Bancuorah ...	ditto	ditto	61.40	ditto.	
	Raneegunge ...	ditto	ditto	54.88	ditto.	
	Sooree ...	ditto	ditto	61.61	ditto.	
	Hooghly ...	ditto	ditto	79.99	ditto.	
	Serampore ...	ditto	ditto	55.41	ditto	From 20th March.
	Johannabad ...	Not received	Not received	66.66	15th Oct. 1871	From 21st April.
	Huwrsh ...	Nil	ditto	93.38	26th Nov. 1871.	
	Midnapore ...	ditto	ditto	72.02	ditto.	
	Contai { Dy. Collr.'s Office ..	ditto	Not received	87.15	19th Nov. 1871	Not received 16th to 22nd Oct.
	Contai { Era. Engr.'s Office ..	ditto	ditto	100.62	ditto.	
	Gurbetta ...	ditto	ditto	82.05	ditto	From 6th February.
	Tumlook ...	Not received	ditto	70.78	5th Nov. 1871.	

Divisions.	Stations.	Rain from 18th to 19th Nov. 1871.	Rain from 20th to 26th Nov. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Inches.	Up to date	
PANDJOUR.	Kishnaghar ...	Inches. Not received	Inches. Not received	60.55	12th Nov. 1871.	
	Bongong ...	ditto	ditto	75.11	ditto.	
	Banghat ...	ditto	ditto	58.00	ditto.	
	Meherpore ...	ditto	ditto	63.21	ditto.	
	Choudangah ...	ditto	ditto	61.35	ditto.	
	Kooshitea ...	Nil	Nil	81.35	26th Nov. 1871.	
	Jessore ...	ditto	ditto	53.10	ditto.	
	Khoolnah ...	ditto	ditto	70.65	ditto.	From 16th February.
	Jenidah ...	Not received	Not received	92.62	5th Nov. 1871	From 6th March.
	Nurul ...	ditto	ditto	61.03	ditto	From 3rd April.
	Magoorah ...	ditto	ditto	41.81	ditto	ditto.
	Ragirhaut ...	ditto	ditto	80.78	ditto	ditto.
	Sangor Island ...	Nil	Nil	100.70	26th Nov. 1871.	
	Calcutta ...	ditto	ditto	98.31	ditto.	
	Alipore { Hospital ...	ditto	ditto	90.39	ditto.	Not received 6th to 12th Nov.
	{ Jail ...	ditto	ditto	97.03	ditto	Not received 2nd to 29th Oct.
	Barrackpore ...	ditto	ditto	84.52	ditto	
	Dum-Dum ...	ditto	ditto	70.51	ditto.	
	Baraset ...	ditto	ditto	69.26	ditto	Not received 2nd to 8th, and 16th to 22nd Oct.
	Satkherah ...	ditto	ditto	73.78	ditto	Not received 2nd to 8th October.
DACCA.	Busseerhaut ...	ditto	ditto	74.56	ditto	Not received 16th to 29th Oct.
	Diamond Harbour ...	ditto	ditto	80.89	ditto	Not received 25th Sept. to 8th Oct.
	Barripore ...	ditto	ditto	93.80	ditto	Not received 2nd to 8th, and 16th to 22nd Oct.
	Dacca { Telegraph Office ...	ditto	ditto	80.74	ditto.	
	{ Jail ...	ditto	ditto	81.00	ditto.	
	Burrisaul ...	ditto	Not received	93.04	19th Nov. 1871.	
	Dowlat Khan ...	Not received	ditto	113.28	5th Nov. 1871	Not received 25th Sept. to 8th Oct.
	Persepore ...	Nil	Nil	92.45	26th Nov. 1871.	
	Madarpore ...	ditto	ditto	79.70	ditto.	
	Farradpore ...	ditto	ditto	92.16	ditto.	
	Gosluudo ...	ditto	ditto	50.33	ditto	From 5th June.
	Mymensing ...	ditto	Not received	111.04	19th Nov. 1871.	
	Jamulpore ...	Not received	ditto	74.08	12th Nov. 1871	
	Atteah ...	Nil	Nil	103.65	26th Nov. 1871.	
	Kishoregunge ...	ditto	ditto	117.71	ditto	
	Sylhet ...	ditto	Not received	144.00	19th Nov. 1871.	
	Cachar ...	ditto	ditto	91.37	ditto.	
	Hylakandy ...	Not received	ditto	92.25	29th Oct. 1871.	
	Kojah ...	Nil	ditto	103.63	19th Nov. 1871	
CHITTAGONG.	Chittagong { Telegraph Office ...	ditto	Nil	102.78	26th Nov. 1871	
	{ Jail ...	ditto	ditto	107.17	ditto.	
	Cox's Bazar ...	ditto	Not received	163.60	19th Nov. 1871.	
	Rangamati's Hill ...	ditto	Nil	98.78	26th Nov. 1871.	
	Noakhully ...	ditto	ditto	132.83	ditto.	
	Tipperah ...	ditto	ditto	97.43	ditto.	
	Brahmabariah ...	ditto	ditto	111.32	ditto.	
	Akrah ...	ditto	ditto	100.30	ditto.	
COCH BEHAR.	Cooch Behar ...	ditto	ditto	12.54	ditto	From 27th September.
	Buxa ...	0.14	0.18	187.51	ditto.	
	Gumparah ...	Nil	0.20	85.69	ditto.	
	Dhooobree ...	Not received	Not received	67.53	5th Nov. 1871	Not recorded 27th Feb. to 5th Mar.
	Tura (Garo Hills) ...	Nil	Nil	107.54	26th Nov. 1871.	
	Darjeeling { Telegraph Office ...	Not received	Not received	124.54	31st Oct. 1871	
	{ Hospital ...	0.52	0.04	117.10	26th Nov. 1871.	
	Rungbee ...	Not received	Not received	190.01	31st Oct. 1871.	
	Falacottah ...	ditto	ditto	43.47	6th Aug. 1871	Not recorded since 6th August.
	Julpigoores ...	Nil	Nil	91.80	26th Nov. 1871.	
ARUN.	Boda ...	ditto	Not received	64.08	10th Nov. 1871	
	Tespore ...	0.89	ditto	82.01	ditto.	
	Nowgong ...	0.00	0.00	127.41	26th Nov. 1871	Not received 8th to 15th Oct.
	Mungledya ...	0.05	Not received	67.10	19th Nov. 1871	From 30th Jan
	Burpettah ...	Nil	ditto	79.57	ditto	Not received 25th Sept. to 1st Oct.
	Gowhatty ...	ditto	Nil	50.02	26th Nov. 1871.	
	Seehaugor ...	0.46	Not received	116.20	19th Nov. 1871.	
	Jorehaut ...	Not received	ditto	91.89	12th Nov. 1871	From 22nd February.
	Golaghat ...	0.11	ditto	105.89	16th Nov. 1871.	
	Nazorah ...	0.26	ditto	109.84	ditto.	
	Debrooghur ...	2.50	ditto	100.02	ditto	Not received 23rd Oct. to 5th Nov.
	Suddya ...	Nil	ditto	91.72	ditto	Not received 11th to 21st Sept., and 16th to 22nd Oct.
ARUN.	Shillong ...	0.30	Nil	69.71	26th Nov. 1871	From 18th February
	Cherrapoonjee ...	0.50	Not received	814.15	19th Nov. 1871.	Not received 30th Oct. to 5th Nov.
	Jaowai ...	Nil	ditto	120.60	ditto	Not received 2nd to 8th Oct.
	Sainuogooding ...	0.46	ditto	57.48	ditto	

CALCUTTA,
The 2nd December 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Meteorological Telegraphic Report for the period 26th November to 2nd December 1871.

STATION.	Date.	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER.		Humidity Sat. =100	WIND		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction.	Velocity.			
CALCUTTA.	Nov.											
	26th	10	30.035	30.054	74.0	68.5	52	NNW	...	...	C	b
	16		29.896	29.914	80.0	65.0	40	NNW	...	...	.....	b
	27th	10	29.980	30.005	73.0	62.0	50	NNW	...	...	.....	b
	16		29.806	29.848	78.4	62.0	31	NNW	...	...	.....	b
	28th	10	30.035	30.054	73.4	64.5	54	NNW	...	...	.....	b
	16		29.913	29.931	77.5	60.4	53	NNW	...	...	.....	b
	29th	10	30.026	30.045	73.8	65.5	61	NNW	...	...	.....	b
	16		29.847	29.905	79.4	60.0	55	NNW	...	...	C	b
	30th	10	29.969	29.987	75.5	64.0	66	NNW	...	...	.....	b
SAGOR ISLAND.	Dec.	16	29.851	29.873	81.0	67.4	46	W by N	...	...	.....	b
	1st	10	30.003	30.021	77.2	70.8	73	WSW	...	...	C	b
	16		29.880	29.898	81.2	72.0	63	WSW	...	...	.....	b
	2nd	10	30.071	30.080	78.1	68.7	61	ESE	...	...	.....	b
	16		29.940	29.967	80.0	68.0	51	N	...	...	.....	b
	Nov.											
	26th	10	30.051	30.060	77	67	50	NNW	7.3*	...	C	b
	16		29.923	29.931	81	68	48	NNW	9.3*	...	S	b
	27th	10	30.011	30.017	76	66	50	N	6.5*	...	.....	b
	16		29.860	29.875	82	67	43	NW	7.0*	...	C	b
CHITTAGONG.	28th	10	30.014	30.050	75	68	50	NW	6.3*	...	C	b
	16		29.986	29.943	80	66	44	N	10.7*	...	C	b
	29th	10	30.048	30.051	75	70	70	NW	1.7*	...	C	b, m
	16		29.915	29.921	83	73	63	W	3.7*	...	C, CS	b, m
	30th	10	30.008	30.012	77	72	77	W	5.2*	...	C	b
	Dec.	16	29.875	29.881	82	71	66	SSW	6.6*	...	CS	b
	1st	10	30.011	30.020	81	77	62	WSW	7.0*	...	N	b
	16		29.911	29.917	82	76	74	SSW	6.5*	...	N	b
	2nd	10	30.089	30.075	80	76	82	NNW	6.1*	...	N	b
	16		29.950	29.965	83	72	56	NW	6.0*	...	KS	b, m
MADRAS.	Nov.											
	26th	10	29.928	30.041	76	68	64	NE	5.0*	...	.....	b, m
	16		29.812	29.924	78	68	57	W	4.4*	...	.....	b
	27th	10	29.894	30.009	73	69	76	N	4.7*	...	.....	b
	16		29.784	29.899	76	67	60	W	3.9*	...	.....	b
	28th	10	29.948	30.061	76	70	72	N	4.9*	...	.....	b
	16		29.855	29.967	70	73	69	WSW	8.3*	...	C	b
	29th	10	29.940	30.059	76	71	77	ESE	3.0*	...	.....	b
	16		29.845	29.957	78	72	73	SW	9.3*	...	C, CK	b
	30th	10	29.913	30.020	77	71	73	ESE	2.3*	...	K	b
CUTTACK.	Dec.	16	29.822	29.934	74	69	61	W	7.1*	...	CS	b
	1st	10	29.930	30.043	78	71	69	NNE	3.1*	...	K	b
	16		29.840	29.953	79	73	69	W	4.5*	...	.....	b
	2nd	10	29.991	30.104	76	66	50	NNE	4.6*	...	.....	b
	16		29.898	.....	79	61	40	N	6.9*	...	.....	b
	Nov.											
	26th	10	30.030	30.060	75	74	95	ESE	5*	0.78	.....	b
	16		29.947	29.977	70	69	94	N	3*	2.86	.....	b
	27th	10	30.007	30.037	82	75	70	NE	12*	0.01	.....	b
	16		29.901	29.931	81	73	66	NNE	12*	...	.....	b
AYR.	28th	10	29.905	30.015	82	73	63	NNE by E	13*	...	.....	b
	16		29.808	29.928	81	73	66	NNE by N	11*	...	.....	b
	29th	10	30.011	30.041	84	75	64	NNE by N	13*	...	.....	b
	16		29.930	29.960	82	73	63	NNE by N	13*	...	.....	b
	30th	10	30.011	30.041	80	75	78	NNE	8*	...	.....	b
	16		29.903	29.973	79	72	60	SW	8*	...	.....	b
	Dec.	16	29.986	30.016	81	72	62	SW	8*	...	.....	b
	1st	10	29.809	29.899	83	73	60	NNE	10*	...	.....	b
	16		29.976	30.006	82	73	63	NNE	9*	...	.....	b
	2nd	10	29.809	29.899	82	73	63	SW	9*	...	.....	b

* Velocity of wind in miles per hour.

CALCUTTA.
The 2nd December 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,
DURING THE HALF MONTH 16th TO 30th SEPTEMBER 1871.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea-level.

STATIONS.			BAROMETER.				THERMOMETER.										HUMIDITY.				RAINFALL.									
Height above sea-level.			MEAN OF				SOLAR RADIATION.		MEAN OF MAX.		MEAN DAILY RANGE.		MEAN OF MIN.		MEAN OF				HIGHEST MAX.		ABSOLUTE RANGE.		LOWEST MIN.		MEAN OF				In inches.	No. of days.
			4 hours.	10 hours.	16 hours.	22 hours.	Range.	Mean.	Day.	Night.	Mean.	Range.	Day.	Night.	Mean.	4 hours.	10 hours.	16 hours.	22 hours.	Day.	Night.	Mean.	4 hours.	10 hours.	16 hours.	22 hours.				
																											Max.	Min.			Day.	Night.
Port Blair	110	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madras	27	29.770	...	29.830	29.710	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vizagapatam	31	29.692	29.693	29.743	29.641	29.721	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Alyab	21	29.778	29.756	29.825	29.719	29.811	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pale Point	187	29.755	29.755	29.756	29.710	29.764	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cuttack	60	29.640	29.626	29.696	29.596	29.683	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rangoon Island	6	29.723	29.715	29.771	29.671	29.752	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chittagong	90	29.703	29.654	29.753	29.645	29.731	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Calcutta	1811	29.714	29.692	29.765	29.658	29.743	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jessore	22	29.711	29.693	29.762	29.653	29.745	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dacca	35	29.722	29.708	29.771	29.663	29.751	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chachar	88-91	29.642	29.656	29.749	29.628	29.707	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hazareebangh	2,014	27.629	27.675	27.742	27.648	27.732	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Berhampore	80	29.651	29.641	29.715	29.583	29.676	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gya	4003	29.357	29.330	29.413	29.300	29.388	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Patna	179	29.614	29.456	29.676	29.455	29.540	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Monghyr	160-4	29.555	29.501	29.578	29.473	29.550	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Darjeeling	6,945	29.368	29.348	29.380	29.354	29.384	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Goalpara	386	29.337	29.331	29.394	29.275	29.352	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Shillong	4,792	29.207	29.193	29.248	29.164	29.255	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Banarès	29,274	29.430	29.417	29.463	29.366	29.455	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Loorkes	579.7	28.641	28.640	28.689	28.794	28.643	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

CALCUTTA—SEPTEMBER 1871.

Mean Barometric pressure of 16 years	...	29.634	Mean temperature of 16 years	...	85	Mean rainfall of 16 years	...	10.94
Excess in 1871	...	29.676	Ditto ditto of 1871	...	88	Actual fall of 1871	...	9.93
Defect in 1871	...	0.042	Defect in 1871	...	3	Defect in 1871	...	1.01

† The elevations of the barometer at Chittagong, Alyab and Jessore have been corrected in the above table according to a recent determination. Those hitherto given, viz., 108, 15, and 27 feet are therefore erroneous.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

The 30th November 1871.

Mean Pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Directions.

STATIONS.	Mean barometric pressure reduced to sea-level.	Mean temperature reduced to sea-level.	WIND.	
			Proportional prevalence, Max = 100.	Mean direction.
Port Blair	...	...	...	...
Madras	29 707	83 9	57	S 11° E
Vizagapatam	29 723	85 0	64	S 88° E
Akyab	29 800	81 7	56	S 3° W
False Point	29 770	85 1	50	S 15° W
Cuttack	29 732	81 5	31	S 3° E
Sagar Island	29 731	84 0	57	S 6° E
Chittagong	29 780	81 0	35	S 18° E
Calcutta	29 732	82 8	79	S 17° E
Jessore	29 734	83 1	51	S 22° E
Dacca	29 738	82 9	58	S 14° E
Cachar	29 784	81 7	6	N 10° E
Hazareebaugh	29 680	82 6	55	S 60° E
Berhampore	29 733	84 1	65	N 30° E
Cox	...	83 9	35	N 84° E
Patna	29 680	70 6	31	N 81° E
Monghyr	29 681	81 0	63	S 83° E
Darjeeling	29 788	80 3	13	S 52° E
Gawalparah	29 720	81 0	18	S 8° W
Shillong	29 704	80 8	31	S 62° W
Benares	29 618	81 7	41	S 43° E
Roorkee	29 614	85 2	16	S 8° W

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17 on the preceding page by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

CALCUTTA,
The 30th November 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 22nd to 30th November 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
		Inches.	°	°	°	°	°	°			H	Miles.	In.		
Nov.	22nd	29.988	81.0	69.0	137.0	74.4	68.4	64.2	0.72	S W	...	80.3	...	...	Chiefly clear. Slightly foggy at 9 P.M.
	23rd	.970	82.5	67.0	141.0	74.2	67.1	62.1	.67	S W & W S W	...	108.0	...	...	Clear, cirri and cirrocumuli. Slightly foggy from 7 to 10 P.M.
	24th	.968	83.5	68.0	140.0	74.9	67.7	62.7	.67	W S W & W	...	76.1	...	...	Clear and cirrocumuli. Slightly foggy at 7 P.M.
	25th	.962	82.0	67.5	137.0	73.5	64.8	58.7	.62	W & N N W	...	129.9	...	...	Clear. Slightly foggy from 7 to 11 P.M.
	26th	.962	81.4	64.6	137.0	71.9	64.0	57.7	.63	N N W & W by N	...	124.8	...	...	Clear. Slightly foggy at midnight, and from 8 to 11 P.M.
	27th	.939	79.7	63.2	137.0	70.7	62.6	56.1	.63	W by N W N W & N W	...	118.8	...	☾	Clear. Slightly foggy at midnight and 1 A.M., and from 7 to 11 P.M.
	28th	.902	78.8	62.0	136.4	70.0	63.7	58.7	.69	N W & N N W	...	100.9	...	...	Clear. Slightly foggy from midnight to 2 A.M., and 7 to 11 P.M.
	29th	.847	80.4	63.5	130.8	71.0	65.0	60.2	.70	N N W & N W	...	83.1	...	...	Clear and cirro. Slightly foggy from midnight to 7 A.M., and at 9 P.M.
	30th	.908	82.4	65.0	142.0	73.0	65.9	60.2	.66	N W & W by N	...	76.3	...	...	Clear and cirri.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past nine days	...	21.5
The max. temperature during the past nine days	...	83.5
The max. temperature during the corresponding period of the past year	...	83.0
The mean humidity during the past nine days	...	0.66
The mean humidity during the corresponding period of the past year	...	0.73
		Inches.
The total fall of rain from 22nd to 30th	... { by lower rain gauge	Nil
	... { by anemometer gauge	Nil
Ditto ditto average of seventeen previous years	...	Nil
Ditto between the 1st January and the 30th November	...	93.31
Ditto ditto ditto ditto, average of seventeen previous years...	...	68.87

CALCUTTA,
The 2nd December 1871.

GOPEKNAUTH SEN,
In charge of the Observatory.

**GOVERNMENT OF BENGAL.
PUBLIC WORKS DEPARTMENT.**

**Irrigation Branch.
Irrigation Operations of Lower Bengal up to 31st October 1871.**

Canal.	WATER SUPPLIED DURING 1871-72.				APPROXIMATE AREA IRRIGATED DURING OCTOBER 1871.		RAINFALL.											NAVIGATION RETURN.					CHIEF IRRIGATION.		REMARKS.
	Full supply depth.	Estimated full discharge in cubic feet per second.	Average depth throughout the month.	Average discharge in cubic feet per second throughout the month.	District.	Area actually receiving water during the month in acres.	Of column 5 area receiving water for the first time during current year.	Total of column 5 for all previous months of current year.	Total area irrigated up to date during the current year.	Inches during the month.	Inches up to date during the year 1870-71.	Average of ten previous years for the same period.	Nature of traffic.	Number of boats.	Tonnage.	Ton mileage.	Approximate value of goods.	Per column 8.	Per columns 8 and 9.						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22				
Orissa	High Level	8	675	5 07	368	Cuttack	10,721	3,154	7,567	10,721	91	49 24	57 07	Local	61	239	2,522	2,313	Rice	Rice	Average daily discharge at the mouth of the channel. It has been found impossible to gauge this accurately on account of the leakage through the rubble masonry under the board, and the water being held up below by a cross bund for the irrigation, prevents the velocity of the channel from being ascertained.				
	Kendrapara	7	1,263	5 1	Not given.	Ditto	15,498	2,800	12,698	15,498	91	49 21	57 07	Local	83	377	7,585	10,808	"	"	Discharge through No. 3 Lock, 1,438 cubic feet per second.				
	Taldanda	8	1,300	6 50	30	Ditto	1,360	46	1,314	1,360	91	49 24	57 07	Local	18	97	352	71,181	"	"	Discharge over Mantree Escape 355 51 cubic feet per second.				
	Machong	5	650	4 5	10	Ditto	298	293	...	298	91	40 24	57 07	Government	198	2,794	35,395	4,023	"	"					

South-Western	Midnapore* 8	3-62 505-28	Midnapore	3,618	144 1/2	59-3	61-7	3-25	64-27	70-53	Local Govt.	2,78	11,358	95,154	4,61,734	Amun.	£ mun.	Two days irrigating.
Panchkora	8	240	Howrah	...	...	...	...	5-2	61-25	Not available	Local Govt.	3	16	119	700	"	"	Six days irrigating.
Total	...	...	Midnapore	...	...	...	...	...	...	...	Local Govt.	1,220	6,076	1,57,981	1,67,929	"	"	Of this six acres irrigated under the rule at rules for single watering; the rest is said to have been surreptitiously irrigated.
Oct. 1870.	...	...	Total	31,495	6,442	27,512	33,951	...	...	...	Government	16	87	2,552	3,514	"	"	The fall of heavy showers during the month is the cause of the smallness of the irrigation shown in column 9.
Orissa	High Level	...	Cuttack	20,000	...	22,035	22,635	5-31	45-25	51-39	...	...	...	...	...	...	...	...
South-Western	Kendrapara	...	Ditto	68,000	...	68,358	68,358	5-31	45-25	51-39	...	...	...	...	...	...	...	...
Panchkora	Taldunda	...	Ditto	8,000	4,000	18,000	22,000	8-01	45-25	51-39	...	...	...	...	...	...	...	...
Total	...	...	Midnapore	6,200	268	25,515	20,114	5-31	45-35	...	...	...	...	...	...	...	...	...
Total	...	...	Howrah	...	...	5-31	8-73	5-50	54-15	...	...	...	...	...	...	...	...	...
Total	...	...	Total	102,200	4,269	138,114	142,353	...	...	...	...	...	...	...	...	...	...	...

* In former Returns all lands which were supposed to have received water by percolation, drainage &c., were omitted. Under recent Government orders these have been exempted from assessment, and this Return only shows approximately, as far as has yet been ascertained, the amount of land for which leases have been taken and which has actually received water. All lands in short in respect of which the Government demand can be enforced under Government Order No. 6031, dated 1st November 1871.

The 28th November 1871.
G. A. SEARLE, Lieut.-Colonel, S. C.,
For Offg. Joint-Secy., Govt. of Bengal, P. W. D., Irrigation Branch.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Kendrapah Canal during the month of October 1871.
DISTANCE FROM CUTTACK TO TERMINAL LOCK AT TIDE WATER, 42 MILES.

LOCAL TRAFFIC.										TRAFFIC BETWEEN CUTTACK AND SEA-BOARD.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.				
Number of boats.	Nature of cargo.	Tonnage.		Ton mileage.	Tollage.	Number of boats.	Nature of cargo.	Tonnage.		Ton mileage.	Tollage.	Number of boats.	Nature of cargo.	Tonnage.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mileage.	Tollage.	Ra. As. P.	Remarks.									
		Munds.	Tons.					Munds.	Tons.					Munds.	Tons.											Munds.	Tons.							
16	Paddy	1,724	3,448	...	21 6 0	74	Paddy	6,950	13,611	...	...	175 2 0	2	Passenger, No. 12	...	...	30 0 0	83	Local	10,603	377	7,565	65 7 3	The tonnage shown is that of the boats and not of the cargo.						
2	Jaggery	2,380	476	...	2 4 0	6	Rice	928	924	13 2 0									
9	Passenger, No. 12.	...	1,556	...	8 5 3	15	Passenger, No. 32.	...	2,973	41 3 9									
3	Tobacco	524	594	...	5 0 0	4	Tobacco	248	248	...	...	3 0 0	2	Firewood	979	2,235	10 8 0	220	Through	71,181	1,430	63,030	553 5 6	...								
7	Jute	6,906	1,181	...	6 0 0	3	Salt	4,550	910	...	...	12 12 0	2	Stone	253	4,615	22 8 0	...	...	...	...	...	...	...			
46	Empty	...	3,391	...	23 8 0	3	Lansed	467	1,974	...	...	27 6 0	3	Gravels	711	2,344	14 0 0	...	...	...	...	...	...	...			
...	.....	...	...	...	...	24	Spices	49,780	9,958	...	...	144 7 5	1	Passenger No. 3.	...	1,000	10 0 0	30	Irr. Works	1,293	499	9,694	93 8 0	...			
...	.....	...	...	...	...	1	Hides	8,400	840	...	...	12 6 0	2	Provisions	50	1,092	5 8 0	...	...	...	...	...	...	...			
...	.....	...	...	...	...	90	Empty	...	8,311	...	...	123 14 0	2	Empty	...	199	1 0 0	...	...	...	...	...	...	...			
93	.....	10,603	10,546	377	7,565	65 7 3	230	71,181	4,104	1,430	6,430	553 5 6	1,293	13,955	499	9,694	93 8 0	333	...	83,077	2,308	77,338	719 4 8	...									

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the First Section of the High Level Canal during the month of October 1871.
 LENGTH OF CANAL OPEN, 26 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.							ABSTRACT.					REMARKS.
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton mileage.	Tollage.			
			Maunder.	Tons.						Maunder.	Tons.											
15	Empty	Rs As. P.	1,667	Rs. As. P.	3	Empty	120	1 3 0	61	Local	2,313 8 0	229	2,823	40 13 0	The tonnage shown is that of the boats and not of the cargo.		
15	Firewood	144 8 0	3,349½	..	..	16 14 0	2	Iron bolts	803 0 0	519	.....	.....	12 0 0	9	Irrig. works	4,490 0 0	38	1,015	27 8 4
2	Green gram	120 0 0	256	..	..	1 0 0	1	Treasures	4,000 0 0	28	.....	.....	0 4 9	..	..	.....	..	..	..
5	Rice	100 0 0	294	..	..	1 5 8	1	Bamboos	1,000 0 0	.....	.....	.....	12 8 0	..	..	.....	..	..	..
1	Copper	1,400 0 0	251	..	..	2 8 0	1	Floors	70 0 0	107½	.....	.....	1 8 0	..	..	.....	..	..	..
1	Gunny bags	60 0 0	203	..	..	0 8 0	1	Passengers	.....	.....	.....	.....	0 0 7	..	..	.....	..	..	..
1	Paddy	60 0 0	123	..	..	1 12 0	..	.....	.....	.....	.....	.....	.....	..	..	.....	..	..	..
1	otton	160 0 0	188½	..	..	0 11 2	..	.....	.....	.....	.....	.....	.....	..	..	.....	..	..	..
1	Tent	150 0 0	78½	..	..	0 8 0	..	.....	.....	.....	.....	.....	.....	..	..	.....	..	..	..
2	Palkee	50 0 0	.....	..	..	1 12 9	..	.....	.....	.....	.....	.....	.....	..	..	.....	..	..	..
17	Passengers	..	.....	..	..	..	..	.....	.....	.....	.....	.....	.....	..	..	.....	..	..	..
61		2,313 8 0	6,410	229	2,823	40 13 0	9		4,490 0 0	1,074½	38	1,015	27 8 4	70		6,903 8 0	267	3,837	68 4 4			

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Taldundah Canal during the month of October 1871.

LENGTH OF CANAL OPEN, 14 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.				
Number of boats.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton-mileage.	Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate value of cargo.	TONNAGE.		Ton-mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Tonnage.	Ton-mileage.	Tollage.	Rewards.				
			Mauuds.	Tons.						Mauuds.	Tons.													
1	Paddy	50	180	...	...	0 7 2	62	Rubble	773 8 0	37,280	...	...	68 3 7	...	Ra.	...	...	...	Ra. As. P.	
8	Fuel	66	1,385	...	...	3 7 6	30	Laterite	425 8 0	21,093	...	...	60 3 9	...	Local	196 0 0	97	352	12 0 10	
1	Bamboos, 3,000	40	...	...	...	2 8 0	7	Line	924 0 0	5,814	...	...	14 8 7	...	...	...	...	...	...
1	Timber	40	...	...	...	0 2 0	2	Rail Bridge for	1,900 0 0	1,036	...	...	3 9 6	...	...	4,023 0 0	2,794	35,395	195 9 10	
11	Empty	...	1,154	...	...	2 14 2	2	Sampore Lock	...	...	...	...	...	...	...	...	...	...	...
2	Penurage for 10½ days, at 4 annas per day.	...	...	...	...	2 10 0	...	and Calingulah	...	...	...	...	...	...	...	...	...	...	...
...	.....	...	...	...	...	...	97	Empty	.....	20,011	...	...	50 0 5	...	...	...	...	...	...
19		196	2,719	97	352	12 0 10	198		4,023 0 0	78,245	2,794	35,395	195 9 10	216	...	4,218 0 0	2,891	35,747	207 10 8	The tonnage shown is that of the boats and not of the cargo.				

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of October 1871.
LENGTH OF CANAL OPEN, 24 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.				
Number of boats.	Nature of cargo.	Approximate weight of cargo.	Tonnage.		Approximate value of cargo.	Ton mileage.	Tollage.	Number of boats or rafts.	Nature of cargo.	Approximate weight of cargo.	Approximate value of cargo.	Tonnage.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Weight of traffic.	Value of traffic.	Tonnage.		Ton mileage.	Tollage.	
			Mds.	Maunds.								Mds.	Maunds.							Mds.	Maunds.			
16	Coal	7,430		11,160	Rs. 3,044			1	Iron.	140	700	350			Rs. As. P. 1 5 0	2,787	Local	68,952	4,81,734	11,358	95,154	1,068	Rs. As. P. 1 12 0	
14	Cotton	799		3,075	19,775			2	Empty boats			100			0 7 0	3	Irrigation...	140	70	18	119	1 12 0		
18	Firewood	1,400		751	2,750																			
93	Grain	6,330		1,4325	10,683																			
19	Hides and horns	1,903		3,400	19,693																			
44	Jaggery and sugar	3,312		8,875	12,157																			
40	Metal	6,390		1,04,075	11,825																			
175	Miscellaneous	9,131		29,200	24,933																			
68	Oil and oils	8,258		16,900	32,995																			
37	Paddy and rice	3,056		7,175	4,363																			
84	Piece-goods	2,382		14,500	85,249																			
39	Garden produce	3,180		8,875	5,113																			
35	Pottery	2,199		7,300	2,274																			
32	Salt	5,335		9,875	21,704																			
19	Silk and indigo	101		2,950	45,408																			
23	June	2,266		5,900	8,699																			
1	Hope	19		75	289																			
27	Straw	2,556		7,925	1,407																			
20	Tobacco	2,968		6,375	1,308																			
3	Tiles	29		925	66																			
1	Glue	100		225	28																			
11	Sand	1,200		2,300	67																			
2	Rafts of timber,	No. 7			70																			
1	Rafts of bamboos	6		38	9																			
480	Empty boats			1,44,475																				
1,506	Passengers, No.																							
23,069	Mis. Revenue																							
19	Police boats																							
2,787		68,952	4,81,734	3,18,025	4,81,734	11,358	95,154	1,068	1,068	1,068	1,068	1,068	1,068	1,068	1,068	1,068	1,068	1,068	1,068	1,068	1,068	1,068	1,068	

The tonnage shown is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Hidgelee Tidal Canal during the month of October 1871.
LENGTH OF CANAL OPEN, 26 MILES.

LOCAL TRAFFIC.										STORES AND MATERIALS FOR IRRIGATION WORKS.										ABSTRACT.			
Number of boats.	Nature of cargo.	Approximate weight of cargo.	Approximate value of cargo.	Tonnage.		Ton mileage.	Tollage.	Number of boats.	Nature of cargo.	Approximate weight of cargo.	Approximate value of cargo.	Tonnage.		Ton mileage.	Tollage.	Number of boats.	Nature of traffic.	Value of traffic.	Ton mileage.	Tollage.			
				Mauds.	Rs.							Mauds.	Tons.										
426	Paddy	52,768	43,480	93,985	763 3 3	...	...	3	Ghooting	...	...	...	...	...	...	...	...	...	...	...
14	Rice	564	941	1,340	8 1 0	...	...	2	Bricks	...	...	...	...	...	...	...	...	...	...	...
50	Tobacco	3,233	15,758	10,650	90 1 0	...	...	1	Chains	...	...	...	...	...	...	...	...	...	...	...
9	Vegetable	105	34	225	1 2 0	...	...	4	Empty	...	...	...	...	...	...	...	...	...	...	...
14	Mais	1,510	5,520	3,310	23 0 9	...	...	2	Lime	...	...	...	...	...	...	...	...	...	...	...
28	Pottery	798	213	2,100	13 3 9	...	...	1	Scortie	...	...	...	...	...	...	...	...	...	...	...
18	Firewood	658	115	1,490	11 13 3	...	...	1	Windlass	...	...	...	...	...	...	...	...	...	...	...
1	Straw	25	5	125	0 10 0	...	...	1	Pump engine	...	...	...	...	...	...	...	...	...	...	...
1	Lime	40	18	100	1 3 0	...	...	1	Teak plank	...	...	...	...	...	...	...	...	...	...	...
1	Coal	50	20	80	0 14 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Bamboo	10	3	25	0 4 1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
631	Empty	...	...	33,953	270 14 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	Passengers	...	...	1,295	10 6 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8	Betel	89	190	325	3 10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8	Timber	65	641	310	13 6 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Planks, ft.	400	32	150	0 15 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8	Jute	134	482	68	3 14 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29	Salt	5,740	23,080	11,075	74 1 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Coombs stick	40	3	100	0 8 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7	Sugar	48	430	920	7 13 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Stone	125	101	300	1 0 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Mustard	218	820	875	4 6 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Fruits, &c.	6	4	125	0 10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Sugarcandy	160	2,070	325	1 10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10	Jaggery	705	1,451	2,300	13 3 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Nuts	459	490	425	3 6 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Sand	30	3	50	0 6 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Grains	605	1,542	1,125	7 0 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Thread	53	2,150	255	1 4 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Charcoal	130	65	300	2 3 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Clothes	181	6,500	775	4 8 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Cement	16	11	55	0 7 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Oil cake	110	155	360	1 13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Cotton	50	1,000	300	1 0 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Iron	300	6-0	750	3 13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Scandree wood	200	100	450	2 4 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1,290		60,500	1,07,929	1,70,138	6,076	1,57,961	1,346 7 0	16															

The tonnage shown above is that of the boats and not of the cargo.

CALCUTTA,
The 30th November 1871.

G. A. SEARLE, Lieutenant-Colonel, S. C.,
Offg. Asst. to Chief Engr., and Jt.-Secy., P. W. D., Irrigat. Branch, Bengal.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 25th November 1871, on 1,280 miles open.

	COACHING TRAFFIC.				MERCHANDISE AND MINERAL TRAFFIC.				Total traffic receipts.											
	Number of passengers.	Coaching receipts.			Weight carried	Receipts.														
		Rs	As.	P		£	s.	d		Rs	As.	P.	£	s.	d	£	s.	d		
Total traffic for the week	110,984	*1,90,341	12	2	18,272	19	11	653,182	30	4,21,321	3	3	38,021	2	2	58,804	2	1		
Or per mile of railway		155	11	9		14	5	0		329	2	6		30	3	6	45	9	0	
For previous 20 weeks of half-year	1,846,506	24,30,756	4	2	237,611	0	0	8,617,813	20	51,34,018	0	9	471,007	10	5	694,711	16	11		
Total for 21 weeks	1,956,490	26,39,098	0	4	251,917	6	5	9,271,020	10	55,60,230	10	0	509,084	12	7	751,005	10	0		
COMPARISON.																				
Total for corresponding week of previous year	91,344	1,47,421	2	5	13,513	12	1	581,880	10	3,95,570	2	6	36,260	13	0	49,774	4	1		
Per mile of railway corresponding week of previous year	130	4	7		11	18	10	..	340	0	7		32	0	11		45	19	9
Total to corresponding date of previous year	1,920,223	27,54,601	11	0	252,513	8	2	9,940,313	0	70,81,323	5	8	619,121	6	2	901,034	14	4		

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 25th November 1871, on 223 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	7,347	29,069 11 7	2,004 14 6	62,111 0	17,688 2 9	1,021 8 4	4,286 2 10
Or per mile of railway	33 130 5 0		11 19 0		79 5 1	7 5 5	19 4 5
For previous 20 weeks of half-year	73,954	1,06,365 6 10	18,000 3 3	823,555 0	2,21,528 12 6	20,306 16 1	58,306 10 4
Total for 21 weeks	83,301	2,25,195 2 5	20,064 17 9	885,666 0	2,39,216 15 3	21,928 4 5	42,593 2 2
COMPARISON.							
Total for corresponding week of previous year	3,602	10,701 3 11	980 10 0	31,441 20	8,928 13 2	609 6 2	1,790 5 2
Per mile of railway corresponding week of previous year	.....	47 15 10	4 8 0	..	39 9 5	3 12 7	8 0 7
Total to corresponding date of previous year	74,728	2,23,658 2 10	20,502 0 0	481,600 0	151,326 8 11	14,146 12 0	31,048 12 0

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 25th November 1871, on 156½ miles open.

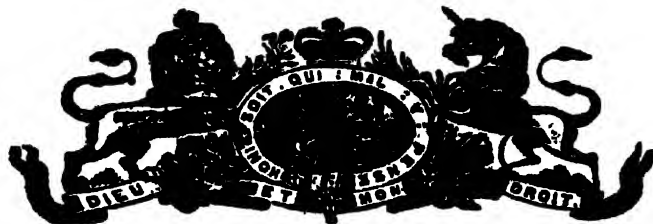
		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	36,000	22,285 0 3	2,012 16 11	51,707 0	19,958 12 6	1,820 11 1	3,872 8 0
Or per mile of railway	231	142 6 3	13 1 0	124 0	127 8 0	11 13 10	24 14 10
For previous 21 weeks of half-year	627,861	2,79,152 11 0	25,589 0 1	1,274,588 17	4,90,067 5 5	45,757 0 0	71,316 0 1
Total for 22 weeks	663,900	3,01,438 4 9	27,631 17 0	1,326,295 17	5,10,026 1 11	47,586 11 1	75,218 8 1
COMPARISON.							
Total for corresponding week of previous year	34,372	15,697 2 11	1,438 18 2	125,913 30	34,171 5 3	3,132 7 5	4,571 5 7
Per mile of railway corresponding week of previous year	304	138 0 8	12 14 1	1,112 0	301 11 9	27 13 2	40 7 3
Total to corresponding date of previous year	662,145	2,84,061 10 4	26,039 10 10	2,452,749 38	5,55,837 12 8	50,951 15 10	76,990 15 8

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 25th November 1871, on 28 miles open.

		Rs. As. P.	£ s. d.	Mds. Srs.	Rs. As. P.	£ s. d.	£ s. d.
Total traffic for the week	6,237	1,007 3 3	100 14 5	12,217 20	347 1 0	34 14 2	135 8 7
Or per mile of railway	223	35 15 6	3 11 11	401 0	12 6 4	1 4 10	4 16 0
For previous 7 weeks of half-year	29,792	4,807 0 0	486 14 0	91,280 0	2,010 7 3	291 0 11	777 14 11
* Total for 8 weeks	36,019	5,874 3 3	587 8 5	1,02,506 20	3,257 8 9	325 15 1	918 3 6
COMPARISON.							
Total for corresponding week of previous year	6,273	955 6 0	95 10 10	18,050 0	598 1 2	59 16 3	155 7 1
Per mile of railway corresponding week of previous year	224	34 12 11	3 8 3	645 0	21 5 9	2 2 9	5 11 0
Total to corresponding date of previous year	34,184	6,008 15 0	606 17 11	88,201 3	2,843 5 0	284 0 5	801 4 4

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SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, DECEMBER 13, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

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Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, the 9th December 1871.

Present:

HIS HONOR THE LIEUTENANT-GOVERNOR OF BENGAL, *presiding*.
 H. L. DAMPIER, Esq.,
 A. R. THOMPSON, Esq.,
 S. C. BAYLEY, Esq.,
 V. H. SCHALCH, Esq.,
 C. E. BERNARD, Esq.,
 MOULVIE ABDOL LUTEEF, KHAN BAHADOOR,
 T. M. ROBINSON, Esq.,
 F. F. WYMAN, Esq.,
 RAJAH JOTEENDRO MOHUN TAGORE, BAHADOOR,
 BABOO DIGUMBER MITTER,
 and
 B. D. COLVIN, Esq.

NEW MEMBERS.

MR. DAMPIER and MR. COLVIN took the oath of allegiance and the oath that they would faithfully fulfil the duties of their office.

HIS HONOR THE PRESIDENT said that before he called upon the hon'ble member whose name stood against the first motion in the list of business, he would take the opportunity of thanking hon'ble members for their renewed attendance in Council, and he should also like to say a few words in regard to the business before the Council, and also with regard to those measures which were likely shortly to be brought before the Council.

The first, and in many respects most important, of the Bills on the list of business for the day was the motion which the hon'ble member on the left (Mr. Bernard) would make for leave to bring in a Bill to consolidate and amend the law relating to municipalities. Hon'ble members were aware that at present there are a number of these Municipal Acts, under which various municipalities throughout the province are constituted. This Bill proposes to consolidate the existing laws, and in some respects to amend them. His Honor considered the subject to be of the most extreme importance. He might employ the words used by a great man in another part of the world when he said, in answer to the cry for home rule—a cry which, to some extent, had been heard in Bengal—that the best and most useful and practical method of home rule was by means of local administration. His Honor was a great believer in local self-government. Under free constitutions nothing tended so much to keep the people free, and under constitutions which were not politically free nothing did so much to help the people to some of the benefits of freedom, as decentralized local municipalities in all parts of the country. In such a country nothing so much tended to prepare the people for a measure of gradual freedom—nothing so much emancipated them from the burden of despotic rule, as the constitution of free municipalities. His Honor was most anxious that the Council should do all in their power to create municipalities not only legally, but in fact and in truth to make them *bond fide* as far as possible self-governing. It is one of the main objects—he might say *the* main object—of the Bill which the hon'ble member would shortly explain to the Council, to foster those self-governing institutions. It might be doubtful whether these wonderful indigenous institutions, so well known in other parts of India, these little republics, these village communities, which remained intact when empire after empire fell to pieces, whether they ever existed to any very large extent in Bengal: it might be doubtful whether there were any such institutions so perfect here as there were elsewhere; but though the people of Bengal have not the same experience of these institutions as the people of some other parts of the country, he believed that they are the most advanced in point of modern education, and therefore his sanguine hope was that they are more prepared to accept municipal institutions as they are now constituted on western models. The efforts of Government should therefore be to create self-acting municipalities where they do not now exist. The education which had been given to the upper and middle classes of this country might or might not be the best in system, but His Honor thought that it had really created a very intelligent class of men—a class in many respects capable of self-government; and he hoped and trusted they would find in various parts of the country many enlightened and public-spirited men who would devote themselves to the good of the country in making the most of these self-governing institutions to which he had alluded.

The next Bill which would be submitted to the Council was one of local importance: he meant the Bill for the registration and licensing of jute warehouses in Calcutta. Legislation on this subject had long been known to be eminently necessary, and the subject had recently been forced into prominent notice by the catastrophe of a great fire in the city, by which a large amount of property had been destroyed in a place where jute was stored in large quantities. The particulars of the Bill which was proposed to be brought in on this subject would be explained by the hon'ble member who had charge of the measure.

The next was another Bill, also of local importance to Calcutta: he meant the Bill for extending the borrowing powers of the corporation of the justices. There might be some doubt on the point whether the late Act passed by the Indian Legislature, enabling the Government of India to make loans to municipalities, has superseded the necessity of this Bill; but his own opinion was that, taking a strictly legal view of the case, legislation in this Council was still necessary. At any rate, while there was any doubt he was anxious to submit the question for the consideration of the Council. He knew no question which was so difficult as that which regarded the burden which should be imposed on posterity for the improvement and advantage of this generation and the next. It raised a most difficult question, and His Honor was always anxious that

questions of this kind should be mooted and thoroughly considered. A suggestion had been made that the Government of Bengal was anxious to govern the town of Calcutta despotically: nothing could be farther from the intentions of the Government; the responsibilities of the Government were sufficiently great already. It was to tally impossible that Government could so devote its attention to the many local questions which must arise in Calcutta as to give satisfaction to itself as well as the public. Government is anxious that that responsibility should be fully shared by those members of the community to whom had been entrusted the government of the town. And His Honor would say, with regard to the graver questions requiring the sanction of the Legislature, that he regarded this Council as standing in respect to the corporation of the justices somewhat in the position of an upper house,—a sort of senate, where those measures sanctioned by the corporation would receive more mature and calmer consideration in what he might call a higher and clearer atmosphere. With regard to the question of borrowing for the improvement of the town, he was anxious that the matter which had been considered by the justices should also be considered by the Council. So far as His Honor himself had formed an opinion on the subject, it seemed to him quite beyond doubt that the improvements which the corporation proposed to undertake—improvements which were specified and explained in the letter of the chairman of the justices—were as desirable as any upon which money could be expended. He thought that all are agreed that the system of drainage, which has been inaugurated and carried out to partial completion, has been a success. He was quite sure that he would be the last man to stand in the way of the extension of a system which has benefited the European portion of the town to the Native portion also. His belief was that this Council could probably approve of the action taken in this matter; but, on the other hand, he believed that the debts of the city are rapidly accumulating, and are a very heavy burden, amounting to something more than a million sterling. To complete the undertaking under consideration would add considerably to that amount. Well, then, we were in this matter to a certain extent not only acting for ourselves, but were acting as trustees for posterity; and it was for the Council anxiously to consider whether it was right and proper, for the interests of the present and future generations, that we should undertake to carry out these works, which were of the very greatest benefit to the town and inhabitants of Calcutta.

The last Bill on the list was also one of great importance, which had been already for a considerable period under the consideration of the Council, but which he believed the hon'ble member in charge was about to suggest that we should for a certain time postpone, in order that further consideration might be given to certain points connected with it. He alluded to the Bill relating to embankments and drainage. A suggestion had been made that the Government was anxious, by means of this Bill, to rid itself of obligations which it undertook in the last century, at the time of the decennial settlement. Speaking for himself, he might say that the Government had no such wish: his impression was, as the hon'ble member in charge of the Bill would probably tell the Council, that any obligations distinctly undertaken by the Government as part of the basis of the decennial settlement, which afterwards became the permanent settlement, should be maintained intact, and that the Government should not attempt to rid itself of those obligations. That was a point which would be fairly and impartially considered, and fairly and impartially laid before the Council. Then this measure would also involve very important questions in regard to the relations between zemindars holding their estates directly from Government, and those numerous subordinate holders who have great and permanent interests in the soil of Bengal. He thought hon'ble members, whether they supported or opposed the Cess Bill, which was passed last session, would admit that Government had not too much hurried the operation of that measure. He hoped it would be considered that we were carrying it out in a tentative and careful way, and not too hastily; and that the results of that measure would be not only to provide for the necessities of the present time, but to give us a knowledge, that we

have not now got, of the actual rights to the soil in the districts to which the Bill would be applied.

Again, the collateral advantage resulting from that knowledge will be, not that we shall impose more taxes on that basis, but that the people will be free to arrange amongst themselves, with due regard to their respective rights, for improvements which they themselves desire to undertake. The Hooghly Drainage Bill, which was passed last session, was a tentative measure of that kind. He had the honor to submit to the Council on that occasion a petition of the inhabitants of a locality in Bengal, who expressed a great desire to undertake certain works for the improvement of their lands. Well, then, it might be possible to introduce further measures which will allow of the voluntary union of different classes in different localities to undertake improvements for the common good. He merely threw that out as a hint of the measures which might follow those which had been already submitted to the Council.

Before sitting down it might be well, His Honor thought, that in addition to this notice of the Bills to be immediately submitted, he should in a rough way inform the members of the Council of the subjects under the consideration of the Government, and in carrying which into effect it was possible Government might ask the assistance of the Council by means of legislation. One of these measures is in regard to the great canals for irrigation and navigation which have been undertaken by the Government. All are aware that in Orissa canals of that kind have been already carried far towards completion. But the great difficulty and great dilemma is, that great objection has been taken by the people of the parts alluded to to the arrangements under which it is at present proposed to allow the use of water for irrigation. That subject is under the most anxious consideration of the Government. His own impression was, that it would probably be necessary that the law affecting the irrigation system should be re-considered, and in the course of the session it is not improbable that it may be the duty of the Government to submit to the Council a measure on this subject.

Another subject which has been brought under the consideration of the Government, and in respect to which papers have been submitted to the Legislative Department, is in regard to emigration to the districts in the north-eastern frontiers of Bengal, Assam, and Cachar, which is governed by special laws. Questions have arisen in regard to emigration to the colonies, but that is a subject which, if dealt with at all, is a subject for imperial legislature. But in respect to emigration from Bengal to countries which are within the legislative jurisdiction of this Council several questions have arisen, in regard to which the Government has been led to believe that it is desirable in some respects to amend the existing law. That is also a subject which was under the anxious consideration of the Government.

Then there is another subject in respect of which it is proposed to submit a Bill to the Council, although that Bill not has yet been prepared—that is, relating to charitable bequests. Great complaints have been made, and he feared to some extent justly, that endowments made by former Governments, and by rich benevolent individuals, for the public good in this country, are not now so efficient as formerly for the purposes for which they were designed. He was inclined to think that there is some justice for these complaints. The ground of these complaints is not so much that the Government has resumed these funds, for in that respect the Government had been most careful and cautious, but that no sufficient provision has been made for compelling those in whose hands the endowments are held to devote them to the objects for which they were given. It is also found, with regard to modern bequests, that there is some difficulty in properly carrying them out; and it is probable that the whole subject will come up for consideration in this Council, and that an hon'ble member connected with the Government would submit a Bill to remedy the defects which have been found to exist.

There is another subject which, somewhat unexpectedly to His Honor, had been precipitated upon us. All the members of the Council, and perhaps all the inhabitants of Bengal, are aware that one of the fundamental laws of that Code upon which the institutions of Bengal were founded—one of the

fundamental parts of that great Code of 1793—was Regulation XXVII of 1793, by which all the sayee, market, and all other internal duties, were abolished, by which compensation was given to those who derived profit from them, and by which those duties were prohibited for the future. Some of the early Regulations applied both to the present Government of Bengal Proper and to the North-Western Provinces; some of them also gave certain powers to the High Court with which this Council was not competent to deal, and the Legislature of India had in its wisdom thought proper to deal with them so far as to abolish and sweep them away, not with the object of rendering them infructuous, because there was a clause in the Bill lately passed by the Indian Legislature which provided that the principles of those laws should stand. Still the machinery of these old Regulations had been swept away, in order that we might be able to build upon the foundation enactments more suited to modern requirements and to provide for them more effectually. One of the Regulations which was somewhat unexpectedly to him swept away in the process of repealing obsolete enactments was this Regulation of 1793, and the consequence was, that we were now left without any machinery for carrying out the principles laid down by that Regulation,—principles which were still abstract law, although the machinery was now wanting. The subject had been pressed upon the consideration of the Government for some time past. Both the records of the Government and the public prints had been full of complaints; that that Regulation was in all parts of the country set at defiance; that there was hardly a river in Bengal upon which internal duties were not in some shape levied, and that other duties were in many shapes levied. A case was submitted to the Government in which compensation was paid for a *hât*, and the proprietor simply removed the *hât* to a short distance down the river; and at the same time that he received the compensation, he also levied duties as merrily as ever. This subject was pressed on the consideration of the Government, but it involved so many difficulties that we were not yet prepared for immediate legislation when we found that the old machinery had been swept away. It would probably be the duty of the Government to submit to the Council a measure on this subject as early as possible.

Papers would shortly be published, and would no doubt soon be made patent to the Council, which would show that complaints had been received from many parts of the country that another fundamental provision of the early Code had been, he was sorry to say, systematically set at naught—he meant the Regulation which prohibited zemindars from levying *abwabs*, or cesses, in addition to the proper revenues. We had circulated these papers for the opinion of high officers of Government, and of certain selected persons in different parts of the country, and published them, and it would be for the Council to consider whether we could make the machinery for carrying out those provisions of the law somewhat more stringent than at present.

Another subject connected with the land, and which we were also bound to consider, was this, whether some permanent provision for the maintenance of boundary marks might not be necessary. The Council were aware that the Government had gone to a very large expense to survey Bengal and to lay down boundary marks, but there was no provision for maintaining those boundaries; and he thought it would be a question upon which the members of this Council connected with the land would be better able to come to a just conclusion than His Honor was, whether it would be necessary to make some provision for maintaining boundary marks in order to prevent fraud and litigation.

His Honor by no means proposed to have laid before the Council all the measures in respect of which the Government may be bound to require their assistance. He apprehended that we should not over-legislate; he thought they should not do too much in that way, but it was well that he should open to the Council the measures that it was likely would be laid before the Council.

MUNICIPALITIES.

MR. BERNARD moved for leave to bring in a Bill to amend and consolidate the law relating to municipalities. He said that at present Municipal Government in Bengal towns, exclusive of Calcutta, was conducted under four different laws, each with its own system and procedure. The earliest of these Acts was Act XXVI of 1850, which empowered Government to constitute a corporation in any town where the inhabitants may express a wish for self-government. Under this law there were only two municipalities in Bengal, namely Monghyr and Jamalpore. The next Municipal Act is XX of 1856, under which the whole Municipal Government vests in the magistrate. The main object of this Act is to provide for the payment of chowkeydars or town watchmen. The magistrate appoints these chowkeydars, assigns their salaries, manages the town fund, devotes its surplus to cleaning or lighting the town, and nominates a punchayet, who are to help him in assessing the town tax. Forty towns in Bengal had a quasi-municipal organization under Act XX of 1856.

The next municipal law was enacted by this Council as Act III of 1864, and was called the "District Municipal Improvement Act." Under this Act something approaching to self-government was allowed to townships in Bengal. It provides for the appointment of a governing body, on which certain *ex-officio* members sit. This body imposes taxation of four different kinds—it must keep up a town police force, and it may spend municipal money on roads, streets, and conservancy. The Act of 1864 also provides penalties for the breach of certain ordinary and reasonable conservancy rules. A limit is prescribed for each of the different kinds of taxes which the Act permits. Twenty-six towns in Bengal have been incorporated as municipalities under this Act; most of these towns are municipal head-quarters of districts, and all of them are places of some size and importance.

The next Act is Act VI of 1868, the District 'Towns' Act. This Act was introduced in 1868 by the hon'ble member who had to-day re-joined the Council. When asking for leave to introduce the Bill, the hon'ble mover sketched the history of municipal legislation in Bengal from the early days of British dominion, and he explained that the Bill of 1868 was drawn on the model of Act XX of 1856; the town committee were to be rather a consultative than an executive body. Their practice was to advise the magistrate on general matters, to examine and remark upon the town estimates, and either to assess the municipal taxes themselves, or to direct their assessment by the ward committees appointed for different sections of the town. Only one form of taxation is allowed under this Act, namely a tax according to the circumstances and property of the persons to be protected; and the town fund thereby raised is applicable first to the payment of police, and then to the repair of roads or streets, to the conservancy for general improvement of the town, and to the maintenance of dispensaries and vaccination. The Act also contains sundry conservancy clauses, any or all of which can be extended to a town, and it empowers the members of the town committee to try persons accused of transgressing these conservancy provisions. This Act is now in force in ninety-four towns in Bengal.

Besides these four substantive Municipal Acts, there are two or three amending Acts; there are two Acts which refer to the suburbs of Calcutta—an Act regarding vaccination and inoculation in towns, and an Act providing for suburban markets. Thus there are in Bengal 169 municipal corporations governed by one or other of the four municipal enactments he had mentioned, and to some of which the amending Acts and other special Acts applied.

The aggregate municipal income of these 169 towns is about eleven or twelve lakhs of rupees. The interests affected by the Bill, which he would ask leave to introduce, are thus scattered over many districts, and are themselves of very considerable importance. There is so much business before us to-day that he hesitated to take up the Council's time with any further reference to the existing municipal laws, or to go into the interesting question of municipal

or communal Government as it formerly existed in many parts of India. In some way or another, the communal system characteristic of aryan townships may have been more or less obliterated in parts of Bengal; but however this may be, there is no ground for thinking that the people of Bengal will take less interest in municipal government than the people of other parts of India. Large trading marts and industrial centres of population may perhaps be rarer in Bengal than in Northern India; but then, on the other hand, there is a much larger proportion of educated men who are fit to be in some sense leaders of the people. The Bill therefore for which he would solicit the Council's consideration will, if it ever becomes law, have an interest for a large and important section of the community.

If he was permitted to lay the Bill on the table, he should have an opportunity of remarking on some of its principal provisions; and he would only now trouble the Council with an outline of the object of which the framers of the proposed Bill have set before themselves.

Firstly, our intention has been to vindicate the old laws, rather than frame a new law. In order to meet the requirements of large and small towns, the Bill will provide for two or more classes of municipalities, each with a different maximum rate of taxation. It will provide for the appointment or election of a governing body of commissioners, whose powers will be considerably larger than those exercised by the governing bodies under the old municipal Acts. The commissioners will have the power of imposing all or any of the municipal taxes; they will decide as to the strength of the police force required for their town; they will vote the town estimates, and their vote, if passed by a majority of two-thirds, will be final. The assessment of the taxes, subject to the maximum prescribed by this Bill, will devolve on the commissioners or on bodies acting under them. They will have the power of assigning salaries to all municipal servants, and a bench of commissioners will sit from time to time as magistrates for trying breaches of the municipal law or rules. The conservancy clauses and the municipal Regulations will be collected into a separate part of the Bill, and it will be optional with the Lieutenant-Governor to apply all or any of them to any town.

In the foregoing respects the new Bill will not differ widely from parts of the other Municipal Bills which have preceded it. He would now very briefly notice the provisions of the Bill which may be in some degree new. As the powers of the commissioners have been extended, it has been deemed right to provide for the contingency of commissioners neglecting to carry out the municipal system. The Government after all is responsible for the peace of towns as well as of the country, and for the state of the main arterial roads, and therefore power will be taken by the Government to intervene in cases where the municipal commissioners may neglect to maintain a sufficient town police, or may omit to keep in order a district road which may pass through their town. The taxes which under the proposed Bill will be imposed include those which have already in successive Acts been sanctioned by this Council, viz. a tax on persons according to their circumstances and property, a tax on the annual value of houses and lands, a tax on carriages, horses, and elephants, a tax on trades and callings, tolls on roads and on ferries. It is proposed also to take power for a town to impose within its limits town duties or bazar dues. Town duties had, as the Council knows, been a favorite form of municipal taxation in some parts of India, both under Native and under British rule. He was informed that town duties are not popular in Lower Bengal; if so, the commissioners will not often adopt this particular form of taxation. But bazar dues are very well known all over Bengal; indeed it would seem as if no bazar or market could be comfortably established until somebody put dues upon its frequenters. If this be the case, it would be as well that the townships should have the benefit of such sources of income within their limits. One other new form of taxation is proposed, viz. a tax on public processions through the town. Each man who wants to take a large procession through the streets will have to pay for a license, graduated according to the wear and inconvenience his procession is likely to cause on the town streets.

If his procession is a very large one, he will have to pay more ; if it is a small one, he will have to pay less. No license fee will be leviable on strictly religious processions, and the adoption of this form of taxation will of course depend upon the views of the commissioners of each town.

The municipal funds will, under the proposed Bill, be applicable to police, to conservancy, to water-supply, to lighting, to sanitation, to dispensaries and other kindred charges. It is also proposed to make them applicable to two new classes of objects, namely to educational purposes and to the relief of exceptional distress. This Council has often legislated for the application of town funds to such purposes as street lighting, bazar improvement, conservancy, and sanitation. Yet it seems impossible to deny that it is at least as important for the welfare of the town that the children of its poor should have means of elementary education easily available at a reasonable price ; it is at least as important that they should have this as that they should have a few extra street lights, or that the bazar frontages should be slightly more ornamental, or that a few of the streets should be widened. If the members of the Council will consider this matter apart from discussions, which he hoped are dead and buried after the President's announcement of last session that there was to be no general educational cess ; if they would consider the question apart from these rather warm party controversies, they will, he hoped, agree that the education of the children of a town is a very legitimate object for a part of the municipal funds which may be raised in such town. He did not wish to criticise the municipal administration anywhere, but it seems somewhat extraordinary that great cities like Calcutta and Bombay, and that towns in the interior, should not have the power, even if they had the will, to devote any share of the municipal funds to the education of the children of the poor. If education were general, there would certainly be less dirt, less disease, less poverty, and less crime in our town than there is now. The Bill does not propose to devote municipal funds to high class schools or colleges, but it will empower the commissioners to devote a part of these funds to the furtherance of elementary education, that is, to the establishment or maintenance of vernacular schools (or schools with vernacular departments) in sufficient numbers, and at such rates, as to be accessible to younger children of the poorer classes. The only other new object to which municipal funds may be applicable under the proposed Bill is the relief of exceptional distress. It is not meant that any regular taxation should be imposed for the relief of the poor ; but in times of famine or flood, the municipal commissioners will be able, if they see fit, to devote some of their money to helping the starving poor of their town. There is perhaps no race in the world by whom almsgiving is more generally practised than the Hindoos. Charity to the poor is enjoined by their sacred books, and it has the sanction of their most honored traditions ; and he hoped this Council would permit a municipal body, in a time of flood or famine, or of other exceptional distress, to divert for a few months the funds allotted for some town improvement to the relief of their starving or destitute fellow citizens.

He would only add that if the Council be willing to consider the proposed Bill, the Bill will not be hurried through, but will remain some months before the public ; it will be referred for opinion to the most intelligent of our existing municipal bodies, and it will, he hoped, receive full consideration, and gain much improvement, at the hands of the Council and of the Select Committee.

HIS HONOR THE PRESIDENT said he wished to say a very few words in regard to an expression which fell from the hon'ble member who had just addressed the Council. It was just possible that hon'ble members and the public in general might be somewhat alarmed by the formidable catalogue of the modes of taxation which he had with so much ability and so much persuasion detailed to the Council. It was not so much for the information of the members of the Council, but in order to obviate the fears of the public in general, that His Honor drew the attention of the Council to the fact that the proposal of Government was not that *all* these taxes should be imposed, but simply that every municipality should have free and ample power to choose what tax or taxes it considered

most desirable to impose. His Honor hoped that amongst these many taxes one or other or several of them would be found which these municipalities would consider adapted to their own requirements, and calculated to press as lightly as may be on the resources of the population. He would also, in regard to the subject of education, say that it was a matter which, so far as His Honor was concerned, he should be very glad that the Select Committee and the Council should consider to what class of school, and to what other objects, it should be free and open to municipal corporations to devote their funds. His impression was that at this moment there were many municipalities anxious to give assistance to institutions which the law had not authorized them at present to aid with their funds. He had had frequent applications from municipalities anxious to aid dispensaries and schools; and it often happened that the majority of the people in a town were inclined to aid these institutions, and that they thought and agreed that the best, fairest, and most equitable mode of giving such assistance should be by means of municipal taxation. It is proposed, then, that a very wide power should be given to municipalities in regard not only to the different modes of taxation, but also in regard to the different modes of expenditure. Coming back to the point from which His Honor started, namely, the establishment of municipal schools, it would be for the Select Committee and the Council to consider to what classes of schools assistance might properly be given. It might be possible that the Council might consider that it should be in the power of municipalities to aid not only elementary schools, but also those schools which gave education in the English language and in the knowledge of the arts and sciences communicated through the English language. He would also say one or two words as to the powers proposed to be given to the commissioners under this Bill. Now, his impression was very strong that if educated gentlemen connected with various towns in various parts of the country are asked to give their assistance and time and labor for the public good, it is clear that we should entrust them with very considerable powers; and His Honor's hope was, when the Bill was thoroughly manipulated, that the Council would see their way to giving large powers to the commissioners, that they would entrust them with some of the powers now entrusted to magistrates, to deal with questions arising in towns relating to conservancy, so that they might thus exercise both power and responsibilities.

The motion was then agreed to.

JUTE WAREHOUSES: FIRE-BRIGADE.

MR. BERNARD moved for leave to bring in a Bill to amend the law for the registration of jute warehouses in Calcutta, and to provide for the establishment of an efficient fire-brigade in Calcutta and its suburbs. He said, the principle of licensing, inspecting, and controlling the storage of highly combustible substances in Calcutta had already been affirmed by the Council. Sections 38 and 39 of Act VI of 1866 provided for the registration of existing warehouses and for licensing new ones. The hon'ble member on his right (Mr. Schaleh), when laying those clauses before the Council, explained that disastrous fires had occurred in Calcutta in consequence of the careless storage of jute. Two hon'ble members, one of whom he saw opposite to him, opposed those clauses, urging that such restrictions would unduly hamper a very important and largely increasing trade; but eventually the clauses regarding jute warehouses in the Act VI of 1866 were unanimously adopted by this Council. But the law as it stood did not touch the jute warehouses in the suburbs, and though it provided for registering and inspecting existing warehouses, it did not provide for controlling their owners and for withdrawing licenses, or in any way for enforcing care and vigilance on the part of the owners.

Since 1866 the jute trade had increased enormously: the exports from the port of Calcutta were nearly three and a half million hundred-weights last year, and it was expected that they would reach four millions this year. All, or nearly all this quantity, and a great deal more jute required to make up the seven or eight million gunny bags exported annually, had to be stored for a longer or shorter time, and had to be packed for export, in or near Calcutta. There were in January last 247 jute warehouses in Calcutta alone, besides those in the

suburbs. As some hon'ble members of this Council well knew, the custom at many warehouses and pressing places was to leave the jute drums (as they were called) and loose jute out in open yards, and to spread jute clippings over the court yard where a press might be at work. These jute yards were generally in the heart of the most populous parts of the city: some of them were in the midst of the mercantile quarter on the river bank. It would be in the recollection of most of us that a few weeks back a fire broke out in a jute screw-house on the quay, and that fire, if there had been any wind, must have reached an adjoining jute store; it might have destroyed the quarter of Calcutta which contained all the chief warehouses of foreign goods, and it would probably have spread to the shipping. If the Council allowed him, he would read a short extract from a letter of the Chamber of Commerce, in which they described the occurrence and urged that some measures should be taken to prevent catastrophes of that kind:—

“The consideration of this matter has been pressed anew upon the attention of the Chamber by the fire which broke out last Sunday night in a jute screw-house situated in a closely occupied part of Clive Street, surrounded by merchants' offices and godowns containing merchandize of great value. It is the general belief that notwithstanding the exertions of the fire-brigade and the extraordinary efforts made by the European crews of vessels moored near the scene of the fire, and which were fortunately successful in confining its ravages to a single block of buildings, if there had been an ordinary amount of wind at the time, the fire would have speedily reached and utterly destroyed a vast amount of property in the neighbourhood, and its extension would have been attended with the most deplorable consequences to the trade of Calcutta.”

A few days ago two Calcutta firms, which had their offices and godowns on the quay, complained to the magistrate against a jute warehouse next door to them. In this enclosure of their store there were some 200 square yards of ground covered with jute clippings; the stack of clippings was twelve feet or so high, and topped the wall of the yard. On one side of this yard was a steam-engine and its fire, on the other was a large forge constantly at work. If a spark had fallen from either of these fires on the jute clippings, and if there had been any wind, a most disastrous fire must have been the result. But the magistrate could not, as the law now stood, compel the owner of the jute yard to take order with his property so as to obviate the risk of fire.

The Justices of the Peace, the Chamber of Commerce, the Suburban Municipal Commissioners, all thought that this state of things ought not to continue, and agreed to ask the Legislature to strengthen the hands of the municipality in this matter. It was happily true that we had not as yet had many serious accidents from the burning of jute stores: but when this Council considered the risk caused by the present condition of many of these jute yards; when it remembered that the existence of ill-ordered jute yards all over the richest parts of the city was not only likely to cause fires, but was certain to increase enormously the evils of any conflagration which might unfortunately occur—when the Council considered these points, it would perhaps permit further legislation with a view to strengthening the hands of the municipal authorities in this matter.

It had been suggested that all jute warehouses ought to be taken outside Calcutta, or, at any rate, that a limited portion of the town should be set apart for the accommodation of such stores. But these suggestions had not been adopted in the present Bill. All that was proposed was to empower the justices to inspect jute warehouses, to insist on their being managed with discretion, and to refuse licenses to new jute warehouses; and the Bill empowered the magistrate to suspend and to withdraw the license from any jute yard which might be so managed as to cause danger to life or property in the neighbourhood. The Bill also empowered the magistrate to impose certain moderate penalties for breaches of its provisions.

The third and fourth parts of the Bill were modelled on the recent London Fire-brigade Act. They provided for the establishment and management of a united fire-brigade for Calcutta and its suburbs. It might, perhaps, be said that many of the objects of this part of the Bill might be met by the Justices under their present powers; but legislation was needed to enable the two municipal bodies (Calcutta and the suburbs) to unite together. There were only two clauses of new substantive law proposed in these Parts which were of any

importance. The first was the levy of a certain charge on the premia of fire insurances in Calcutta, this charge being a contribution towards the cost of the fire-brigade; and the second, which enabled the fire-brigade officers and the police to take order with property or houses close to the place where a fire might be raging. These provisions seemed in themselves fair and useful; they had been adopted in the London Fire-brigade Act, and there was nothing in the circumstances of Calcutta to prevent our adopting them.

He had only to add that if the Council saw fit to permit the introduction of this Bill, and if the Bill should be referred to a Select Committee, the Committee would take steps to obtain from the Justices, from the Chamber of Commerce, and from the Suburban Municipal Commissioners, such expression of opinion as those bodies might be willing to give on the principles and details of the Bill.

HIS HONOR THE PRESIDENT said he had received that morning a memorial from the Agents of certain Fire Insurance Companies in connection with this Bill. He had not had time to communicate with the hon'ble member in charge of the Bill regarding the memorial, and therefore, if agreeable to the Council, he would ask the Secretary to read it.

The memorial, which was as follows, was then read:—

“CALCUTTA, 4th December 1871.

To H. L. DAMPIER, Esq., C.S., *Secretary to the Government of Bengal.*

SIR,

WE, the undersigned Agents of Fire Insurance Offices, have to bring to your notice, for the information of His Honor the Lieutenant-Governor of Bengal, that at a meeting held by us this day at the Chamber of Commerce, after discussion of the occurrence of the late disastrous fire (the second of the kind this year) which took place on the night of Sunday, the 26th ultimo, and was caused by the ignition of jute in godowns situated in Clive Street, we came to the following resolution:—

‘That owing to the great danger in which both life and property were placed from the constant recurrence of such fires, arising as they do from loose jute and cotton stored in godowns situated in and bordering on the bazar, His Honor the Lieutenant-Governor be requested to cause measures to be taken, at the earliest possible date, for the entire removal of all unscrewed and screwed jute and cotton or other inflammable fibres beyond the limits of the town of Calcutta, and for the suppression of all screws within the said limits.’

We do not think that we are unreasonable in urging upon His Honor the Lieutenant-Governor that such an Act may be passed, considering the large interests that are endangered, and that although it is in a measure for our protection, it is still more so for that of native life, as well as both European and native property stored in the business part of the city.

On both occasions of fire to which we refer, there was fortunately scarcely any wind blowing. Had a high wind prevailed, a conflagration might have been witnessed little short of the late terrible one in America, and the loss of property might have involved a large portion of the commercial community in comparative ruin.

In laying this matter before His Honor the Lieutenant-Governor, we beg further to intimate to you that should His Honor require any further information upon the subject before taking action, a deputation of Agents of fire offices will, when convenient to His Honor, be prepared to wait upon him.

We have, &c.,

(Signed by seventeen Agents of Fire Insurance Offices.)

The motion was then agreed to.

MR. BERNARD applied to the President to suspend the rules for the conduct of business to enable him to move that the Bill be read in Council and referred to a Select Committee.

HIS HONOR THE PRESIDENT, in suspending the Rules for the conduct of business, said that under the urgent necessity for legislation, caused by the recent occurrence of a disastrous fire, he hoped the Council would think that he was right in suspending the rules, in order to enable the Committee, to whom the Bill would be referred, to proceed with its consideration as soon as possible.

MR. BERNARD then moved that the Bill be read in Council.

MOULVY ABDOL LUTEEF said, he begged to support the principle of the Bill which had just been introduced, and in doing so to state that it had not been introduced a moment sooner than it was most urgently needed. He begged to draw the attention of the Council to the fact that for some time past, and especially since the late fire in Clive Street, there had been an immense increase of jute storage in the suburbs; almost every empty building, whether pukka or kutcha, from Baliaghatta to Burranuggur, being filled up with loose jute, as well as the empty godowns in Kidderpore in close proximity to the Government dock-yard and other valuable property.

The Sealdah Railway Station had also been crowded with jute drums, through which engines, blowing off sparks and dropping red-hot cinders, were constantly running, and this had been continued in spite of the strong remonstrance of the Chairman of the Suburban Municipal Commissioners and the Magistrate of the 24-Pergunnahs, and of the warning of the year before last, when a very considerable fire occurred in the station, and a quantity of jute and other property was destroyed.

Such a state of affairs very urgently required that some stringent rules should be passed for the registering and licensing of all places not only in Calcutta, but also in the suburbs, and for insisting that proper care should be taken by the dealers in jute against fire.

The Bill, however, he found, did not vest the Suburban Municipal Commissioners with power in the matter, and he thought that they should have as much power in the suburbs as the Justices of the Peace in Calcutta.

MR. COLVIN said, that as this was the first occasion on which he had the honor of sitting in the Council, he felt that it would have been more becoming on his part to have preserved a modest silence than to address the Council, as he ventured to do, without having first acquired some experience of its proceedings. But as the Bill which had just been introduced was one which, while of great importance to the inhabitants of the city at large, also closely affected the interests of the section of the community to which he more immediately belonged, and the interests of which he trusted he might be considered in some degree to represent, he did not think he would be doing his duty by his fellow merchants and traders if he did not endeavour to express the views which he believed to be held by them generally, as well as by himself personally, on the subject. Still he did not wish to appear as the advocate of the interests of a particular class, except in so far as the general welfare was involved in and connected with them. He would premise that the object of the measure, viz. the greater security of the city against fires, especially such as arise from the storage of hazardous goods in premises within its precincts, was one which he was very glad to have the opportunity of supporting, and that he quite concurred in the provisions of the Bill as far as they went; but he thought that there would be found to be a general impression that they should go further still, and that provision should be made for the eventual abolition of licenses altogether for the storage of jute, cotton, and other combustible substances in premises within the limits of the town, and for their gradual removal to safer situations on the outskirts of the city, such as the banks of the canals or the other side of the river. This might appear a strong measure, but he believed it to be really essential for the purpose in view; and that half measures, such as a more stringent system of licensing, though a step in the right direction, were comparatively inadequate. For instance, he was informed that the premises in which the recent fire occurred were duly licensed under the existing Act; yet the fire occurred there all the same, and a similar event might of course happen again in a like situation. It might be said that he had not shown sufficient cause for such an apparently arbitrary proceeding; that the experience of recent years did not point to any fire of such great extent, or attended with such serious consequences, as to render it necessary, or to warrant His Honor's government in adopting it. But if no such calamity had yet happened, he believed that there was none the less a dreadful danger that it might occur, and that an adverse combination of circumstances might at any time cause a fire, originating in these dangerous premises, and spreading to the godowns of English offices, and to the bazar, into a conflagration which would involve disastrous consequences, and very heavy losses both to the European and Native community. It was to secure something like immunity from the risk of such a calamity that he desired to advocate the proposal he had named. He was aware that the proposal might involve the consideration of the question of compensation to the owners of property, the value of which would be affected by it; but he did not think that this question was one which it would be very alarming to confront, or difficult to deal with fairly.

The establishment of a more efficient fire-brigade was a step the desirability of which would not, he thought, be questioned; but there was one point

connected with it on which he wished to remark, viz. the proposal to tax Fire Insurance Companies for a part of the expenses of the fire-brigade. Though he happened to be an agent for a Fire Insurance Company, he was not pleading their special interests, but only stating the principle on which he thought such a tax should be based. Fire insurance was a considerable and important element of the trade of the city, and as such, fairly liable to bear its due proportion of imperial and municipal taxation; but to single it out specially to contribute to a fund of which the object was admittedly the general safety of public life and property, was, he thought, a proceeding decidedly open to question.

Lastly, he wished to express the general satisfaction, which he was sure would be felt, that His Honor's government was taking early steps to secure greater protection against fire than now exists, but is urgently needed in this city, which contains such a vast population, and such an accumulation of valuable property within a comparatively limited area, and in situations of very considerable risk.

MR. BERNARD said, there were one or two points on which he thought he ought to reply, as this was in some sense the second reading of the Bill. The hon'ble member on his left (Moulvy Abdool Luteef) had observed that the Suburban Municipal Commissioners had no power under the existing law to license or register jute warehouses. This, however, was a matter with which the Select Committee could deal; but the idea was that the Corporation of Justices for Calcutta should be responsible for the working of the Bill throughout Calcutta and the suburbs. If, however, it was necessary that the Suburban Commissioners should have co-ordinate powers with the Justices under the Bill, such powers could be given; but there was something to be said for having one agency to do the whole business. The hon'ble member opposite (Mr. Colvin) had made a suggestion which would be a question for the Howrah Municipal Commissioners and the Council to consider, namely, as to whether it would not be advisable to provide for the eventual removal of jute storehouses from Calcutta across the river to Howrah, and to portions of the suburbs. The hon'ble member must be admitted to be a better authority on such a subject than perhaps any other member of the Council, and he had expressed a decided opinion that it was advisable to provide for the eventual removal of these warehouses from Calcutta. On such a point he (MR. BERNARD) had no doubt that the Council would be advised by the Chamber of Commerce and other authorities if they thought it right that such provision should be made in the Bill; and if it was in the interests of the commerce of Calcutta the framers of the Bill certainly would not object. There was one other point that had been referred to, namely, the taxation of Insurance Companies for the support of a fire-brigade. This provision was adopted from the recent Act of Parliament providing for the establishment of the London fire-brigade, and he believed that the history of Insurance Companies in London would show that formerly Insurance Companies used to keep their own fire-engines, and that there used to be a rivalry between the different companies as to which should get first with their engines to the fire. It was however found better to get all the fire-engines into one brigade, under one management; and the Insurance Companies therefore no longer kept up their respective engines, but contributed towards the expense of the general brigade.

The motion was then agreed to, and the Bill referred to a Select Committee, consisting of Mr. Bayley, Moulvy Abdool Luteef, Rajah Joteendro Mohun Tagore, Mr. Colvin, and the mover, with instructions to report in one month.

HIS HONOR THE PRESIDENT moved that the memorial from the Agents of Fire Insurance Offices, and the communication from the Chamber of Commerce, be printed, and in doing so he said he would take this opportunity of announcing to the Council a fact which would certainly facilitate any legislation which the Council might see fit to take in the direction indicated by the hon'ble member on the right (Mr. Colvin). The fact which he had to state was this, that he believed that Her Majesty's Government at home had sanctioned the immediate construction of the Hooghly bridge. Not a moment would be lost in carrying out the work; and we may reasonably hope, at a very early period, to see Calcutta connected with Howrah by this bridge. One of the main objects of a

bridge over the Hooghly was to convert Howrah into a suburb of Calcutta, in which jute might be stored, and other measures might be taken to eke out the scant room we have in Calcutta. With reference to the observations of the hon'ble member to whom he had already referred, His Honor would remark that he was not only personally indebted to him for acceding to his wish that he should join this Council, but the Council itself was indebted to him for the practical assistance which he had, in so early a period of what His Honor might style his legislative career, shown himself to be so ready to give us. His Honor was sure that there was no hon'ble member who could give the Council greater assistance in respect of a Bill of this kind, and in respect of other bills of a similar nature, as the hon'ble member, and His Honor hoped he would consent to serve on the Select Committee to whom the Bill would be referred.

The motion was agreed to.

CALCUTTA MUNICIPALITY.

MR. BERNARD moved for leave to bring in a Bill to extend the borrowing powers of the Justices of the Peace for the town of Calcutta. A letter from the Justices explaining why they wish to borrow more money, and why they are obliged to trouble the Legislature on the matter, is, he believed, in the hands of each member of the Council. The Justices' letter showed that the Corporation of Calcutta had decided, at a large meeting held after long discussion, to accept the advice of certain skilled engineers who know Calcutta well, and to extend the drainage works which have already done much benefit to a part of Calcutta. The proposed extension will not indeed complete the drainage scheme for the whole city, but it will provide for the wants of a large and very thickly peopled part of the native town. These drainage works being of the nature of permanent improvements, cannot be carried out from current revenue; they are an outlay from capital, and must be paid for by loan: and the Justices have no power to issue further debentures. The Justices consider that the extension now proposed is as heavy a burden as they can fairly lay upon the present inhabitants of Calcutta. When the existing liabilities of the Justices shall have been in some degree discharged, Calcutta may hope to carry out the drainage scheme still further, if its principles and plan are some years hence as generally approved as they are now.

This Council may not desire to consider whether the drainage plan is or is not a good one, the hon'ble President has expressed a strong opinion in favor of the drainage scheme; the decision of the Justices is as strongly in his favor. But the Council, before it permits the Justices to add to the funded debt of Calcutta, will desire to be satisfied that the city can afford these improvements, and that the interest on the proposed new loan can be paid, and a sinking fund to liquidate the principal can be established without imposing undue burdens on the citizens. The letter which is in the hands of the members of the Council explains the present financial position of the Calcutta corporation. Calcutta has already a funded debt which shortly will amount to 113 lakhs (£1,130,000 sterling). Of this large sum, 52 lakhs is the water-works loan. He need hardly dwell upon the advantage in respect of water-supply, which Calcutta now enjoys above any city in India, perhaps above any city in Asia. But at any rate the water-works loan is not a charge on the general revenues of the corporation; the water-rate yields enough to pay the interest on the loan, and also maintains a sinking fund which will liquidate the whole loan in about thirty years, that is, within the life-time of the present generation. Six lakhs of the funded debt are the markets loan; and the Justices anticipate that the rents of these markets will fully repay the interest on the loan, and will also maintain a sinking fund for liquidating the debt in thirty years. The rest of the funded debt consists of 55 lakhs, which the Justices were empowered by this Council to borrow for works of permanent improvement; the interest and the sinking fund on this loan are met from the general revenues of the corporation. The Justices now find that after paying interest on their funded debt; after setting aside an annual sum for the sinking funds which he had described, and after paying for the police of the town and for its lighting, they had about eleven lakhs of rupees annual income for

general purposes. From this eleven lakhs the Justices propose to meet the interest and the sinking fund allotment for the new loan. If the further loan is sanctioned, the money will probably be obtained from Government under the Local Loan Act, at a much lower rate of interest than the Calcutta debentures now bear. The Justices' letter does not indeed state that the necessities of the proposed loan will not involve fresh taxation; but he gathered that such is their intention, and the Chairman informed him that he considers the existing taxation is sufficient to meet the requirements of the proposed new loan.

MR. BERNARD had troubled the Council thus long in this matter, because it seems right that the financial state of the corporation should be made clear. Financial difficulties in a sister Indian city may perhaps make the Council anxious about the wisdom of increasing the funded debt of Calcutta. But it seems as if the Calcutta Municipal Corporation has hitherto managed their affairs sufficiently well to warrant their asking this Council's leave to borrow a further sum for permanent improvements to the metropolis of British India.

The motion was agreed to.

MR. BERNARD applied to the President to suspend the rules for the conduct of business to enable him to move that the Bill be read in Council and referred to a Select Committee.

HIS HONOR THE PRESIDENT said, this was not a subject that the Government had any disposition unduly to hurry, but it was felt that the Justices had justly said that if the work on which the money was to be expended was to be undertaken, it ought to be done quickly. The working season was passing away and it was very desirable that a reply should be given to their proposition as soon as may be. The subject had been thoroughly discussed by the corporation, and the papers on the subject would be laid before the Council which would put them into possession of the whole facts; and under these circumstances he thought he would be justified in suspending the rules in order that the Bill might be read in Council and referred to a Select Committee at once.

The motion was then agreed to, and the Bill referred to a Select Committee, consisting of Mr. Bayley, Rajah Joteendro Mohan Tagore, Mr. Colvin, and the Mover, with instructions to report in one week.

EMBANKMENTS AND DRAINAGE.

MR. SCHALCH, in reference to the motion on the paper opposite his name, moved that the Report of the Select Committee on the Bill to provide for embankments and drainage, be taken into consideration in order to the settlement of the clauses, and that the clauses of the Bill be considered for settlement in the form recommended by the Select Committee, observed that since his return to town he had found that a considerable mass of papers had been collected bearing upon very important points of the Bill before the Council. These papers referred mainly to the embankments at present maintained by Government. Since the Council last met, a communication had been submitted by the British Indian Association which touched on a principle of rather special importance, that was to say the section which proposed to abolish all pre-existing liabilities. The communication was couched in very moderate terms, and he thought deserved most serious consideration. He thought he might say that there was no desire on the part of the Government to take advantage of any section of the Bill to repudiate their liabilities, and he desired to look into the subject, and see what embankments the Government were in justice bound to maintain, and what they had been obliged to take up, owing to those who were properly liable not fulfilling their liabilities. It would take time to wade through the mass of papers that had been collected before bringing forward the motion now before his name, as they will require much consideration, and he therefore proposed now to suggest that the Report of the Select Committee be accepted and taken into consideration in order to the settlement of the clauses of the Bill. He would suggest that the consideration of the clauses be at present postponed, and that it be brought forward on a future day for settlement in the form recommended by the Select Committee. He took this opportunity also to mention that the hon'ble member on his left (Mr. Bernard) had very kindly undertaken to relieve him of the

management of this Bill. The hon'ble member had been a member of the Select Committee, and had given great attention to the progress of the Bill through the Committee, and he was sure that the hon'ble member as fully, if not more, able to take charge of the Bill than he (MR. SCHALCH) was. He would also take this opportunity to say that if the hon'ble member should find at any time that any advice or suggestion were needed in respect of the Bill with which he (MR. SCHALCH) had been so long connected, it would be his greatest pleasure to do so.

The motion was agreed to, and the further consideration of the Bill was postponed for one month.

The Council was adjourned to Saturday, the 16th instant.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

DIVISION.	Stations.	Rain from 20th to 26th Nov 1871.	Rain from 27th Nov. to 3rd Dec 1871.	RAIN FROM 1st JANUARY 1871		REMARKS
				Inches	Up to date	
CUTTACK.	Cuttack { Telegraph Office ...	Inches Nil	Inches Nil	56 28	3rd Dec. 1871	
	Cuttack { Jail ...	ditto	ditto	50 23	ditto.	
	False Point ...	ditto	Not received	69 20	26th Nov 1871	
	Jajipore ...	ditto	ditto	89 12	ditto.	
	Kendraparah ...	ditto	ditto	48 30	ditto.	
	Jugutungpore ...	ditto	ditto	50 03	ditto.	
	Sambulpore ...	Not received	ditto	41 76	19th Nov. 1871	
	Balasore ...	Nil	Nil	63 86	3rd Dec 1871	
	Bhuddruck ...	Not received	Not received	52 08	19th Nov 1871	
	Pooree ...	Nil	Nil	55 33	3rd Dec. 1871	
	Khoordah ...	Not received	Not received	56 12	29th Oct. 1871.	
	Hazareebahugh Jail ...	Nil	Nil	55 66	3rd Dec. 1871	
	Burhee ...	ditto	Not received	49 02	26th Nov 1871	
	Pachamba ...	ditto	ditto	57 32	ditto.	
	Itanchee ...	ditto	Nil	61 43	3rd Dec. 1871	
	Palumow ...	ditto	ditto	51 56	ditto.	
	Pumlia ...	ditto	ditto	61 20	ditto.	
	Gobindpore ...	ditto	ditto	53 01	ditto	From 12th June
	Chyebnasa ...	ditto	ditto	58 42	ditto.	
	Patna (Bankipore) ...	ditto	ditto	59 32	ditto.	
PATNA.	Dinapore Jail ...	ditto	ditto	58 04	ditto.	
	Behar ...	Not received	ditto	54 22	ditto	Not received 20th to 26th Nov.
	Barh ...	Nil	ditto	37 61	ditto.	
	Gya ...	ditto	ditto	47 07	ditto.	
	Sherghotty ...	ditto	ditto	46 17	ditto.	Not received 2nd to 8th Oct.
	Nowadah ...	ditto	ditto	53 00	ditto.	
	Arungabad ...	ditto	ditto	39 33	ditto.	
	Champurua ...	Not received	Not received	59 53	10th Nov. 1871	Not received 9th Oct. to 5th Nov.
	Bettiah ...	Nil	ditto	61 03	26th Nov. 1871	From 5th June, and not received 9th to 22nd Oct.
	Chuprah ...	ditto	Nil	75 07	3rd Dec. 1871	
	Sewan ...	ditto	ditto	83 61	ditto.	
	Mozufferpore ...	ditto	ditto	77 02	ditto.	
	Darbhanga ...	Not received	Not received	74 70	19th Nov 1871	Not received 9th to 22nd Oct.
	Sectamarua ...	Nil	Nil	63 80	3rd Dec 1871.	
	Tajpore ...	Not received	ditto	52 98	ditto	Not recorded 6th to 19th March, and not received 20th to 26th Nov
	Mudhubani ...	Nil	Not received	60 61	26th Nov 1871.	From 1st April, and not received 16th to 22nd Oct.
	Hajipore ...	ditto	ditto	50 92	ditto	From 22nd May
	Arrah ...	ditto	Nil	60 89	3rd Dec 1871	
	Buxar ...	ditto	Not received	72 48	26th Nov 1871.	
	Sasaram ...	ditto	Nil	52 55	3rd Dec 1871	Not received 30th Oct. to 5th Nov.
	Bhubhoah ...	Not received	Not received	61 37	5th Nov. 1871.	
BHAUGULPORE.	Benares ...	Nil	ditto	55 13	26th Nov. 1871	
	Bhangulpore ...	Not received	ditto	37 62	19th Nov. 1871	Not received 9th Oct. to 12th Nov.
	Mudheypoorah ...	ditto	Nil	56 23	3rd Dec 1871	Not received 30th Oct to 12th Nov., and 20th to 26th Nov.
	Banka ...	Nil	ditto	49 24	ditto.	From 14th August.
	Sooopol ...	ditto	ditto	32 29	ditto	
	Monghyr ...	ditto	ditto	58 62	ditto	
	Jamouee ...	ditto	Not received	47 37	26th Nov. 1871	
	Begoonah ...	ditto	ditto	41 39	ditto	
	Deoghur ...	ditto	Nil	56 52	3rd Dec. 1871	
	Jaintara ...	ditto	Not received	62 53	26th Nov 1871	From 13th February.
	Rajmahal ...	ditto	Nil	71 40	3rd Dec. 1871	From 12th February.
	Pakour ...	ditto	ditto	50 27	ditto	From 21st May.
	Purneah ...	Not received	ditto	80 33	ditto	Not received 20th to 26th Nov.
	Kishengunge ...	Nil	Not received	65 43	26th Nov 1871	From 13th June.
	Arrareah ...	Not received	ditto	77 06	1st Oct. 1871	From 26th June.
	Rainpore Beaulah ...	Nil	Nil	72 51	3rd Dec. 1871	
	Nattore ...	ditto	ditto	85 16	ditto.	
	Bograh ...	ditto	ditto	92 09	ditto.	
	Dinagopore ...	ditto	ditto	70 41	ditto.	
	Maldah ...	ditto	ditto	61 60	ditto.	
RAJAHMUNDRY.	Herhampore ...	ditto	ditto	59 07	ditto.	
	Jaugipore ...	ditto	ditto	63 15	ditto.	
	Lalbagh ...	ditto	ditto	62 49	ditto	From 16th January.
	Jainoakandi ...	Not received	Not received	64 50	29th Oct. 1871	From 17th April, and not received 18th to 24th Sept.
	Pubna ...	Nil	Nil	71 53	3rd Dec 1871.	
	Serajunge ...	ditto	ditto	76 96	ditto.	
	Rangpore ...	ditto	ditto	94 15	ditto.	
	Bhowanigunge ...	ditto	ditto	67 31	ditto	From 22nd January.
	Titallya ...	ditto	ditto	81 68	ditto.	
	Burdwan ...	ditto	ditto	68 35	ditto.	
	Cutwa ...	ditto	ditto	69 72	ditto.	
	Onna ...	ditto	ditto	64 21	ditto	Not received 16th to 22nd October.
	Hood-Hood ...	ditto	ditto	65 20	ditto.	
	Bancoorah ...	ditto	ditto	61 40	ditto.	
	Rancegunge ...	ditto	ditto	51 58	ditto.	
	Sooree ...	ditto	ditto	61 61	ditto.	
	Hooghly ...	ditto	ditto	79 99	ditto.	
	Serampore ...	ditto	ditto	55 41	ditto	From 20th March.
	Jehanabad ...	Not received	Not received	66 66	15th Oct. 1871	From 21st April.
	Howrah ...	Nil	ditto	93 36	26th Nov. 1871	
BURDWAY.	Midnapore ...	ditto	Nil	72 02	3rd Dec. 1871	
	Contai { Dy. Collr.'s Office ...	ditto	ditto	87 15	ditto	Not received 16th to 22nd Oct.
	Contai { Exe. Engr.'s Office ...	Not received	Not received	100 62	19th Nov. 1871	
	Gurbetta ...	Nil	Nil	62 05	3rd Dec 1871	From 6th February.
	Tamlook ...	Not received	Not received	70 78	5th Nov. 1871.	

Divisions.	Stations.	Rain from 20th to 26th Nov. 1871.	Rain from 27th Nov. to 3rd Dec. 1871.	RAIN FROM 1st JANUARY 1871.		REMARKS.
				Inches	Up to date	
PRESIDENCY.	Kishnaghur ...	Nil	Nil	60.55	3rd Dec. 1871.	Not received 13th to 19th Nov.
	Bongong ...	ditto	ditto	75.11	ditto	
	Ranaghat ...	ditto	ditto	58.00	ditto	
	Meherpore ...	ditto	ditto	63.21	ditto	
	Choodangah ...	Not received	Not received	91.35	12th Nov. 1871.	From 16th February. From 6th March. From 3rd April. ditto.
	Kooshtea ...	Nil	Nil	81.35	3rd Dec. 1871.	
	Jessore ...	ditto	ditto	83.10	ditto	
	Khoolnah ...	ditto	ditto	79.65	ditto	
	Jemdah ...	Not received	Not received	92.62	5th Nov. 1871	From 16th February. From 6th March. From 3rd April. ditto.
	Nurul ...	ditto	ditto	61.03	ditto	
	Magnorah ...	ditto	ditto	41.81	ditto	
	Ragrlhaut ...	ditto	ditto	80.78	ditto	
	Saugor Island ...	Nil	Nil	109.70	3rd Dec. 1871.	Not received 6th to 12th Nov.
	Calcutta ...	ditto	ditto	93.31	ditto	
	Alipore { Hospital ...	ditto	ditto	96.39	ditto	
	{ Jail ...	ditto	ditto	97.03	ditto	
	Barrackpore ...	ditto	ditto	84.52	ditto	Not received 6th to 12th Nov.
	Dum-Dum ...	ditto	ditto	70.51	ditto	
	Baraset ...	ditto	ditto	69.26	ditto	
	Satkherah ...	ditto	ditto	73.78	ditto	
	Busseerhaut ...	ditto	ditto	74.56	ditto	Not received 20th to 26th Nov Not recd. 25th Sept. to 8th Oct.
	Diamond Harbour ...	ditto	ditto	89.99	ditto	
	Barrpore ...	ditto	ditto	93.80	ditto	
	Dacca { Telegraph Office ...	ditto	ditto	86.74	ditto	
DACCA.	{ Jail ...	ditto	ditto	81.90	ditto	Not received 20th to 26th Nov Not recd. 25th Sept. to 8th Oct.
	Burmanul ...	Not received	ditto	93.04	ditto	
	Dowlat Khan ...	ditto	Not received	113.20	5th Nov. 1871	
	Perozepore ...	Nil	Nil	92.45	3rd Dec. 1871.	
	Madariopore ...	ditto	ditto	79.70	ditto	From 5th June.
	Furzedpore ...	ditto	ditto	92.16	ditto	
	Goolundo ...	ditto	ditto	50.33	ditto	
	Mymensing ...	Not received	Not received	111.04	19th Nov. 1871.	
	Jamulpore ...	Nil	ditto	78.08	26th Nov. 1871.	From 5th June.
	Atteah ...	ditto	Nil	103.65	3rd Dec. 1871.	
	Kishoregunge ...	ditto	ditto	117.71	ditto	
	Sylhet ...	ditto	ditto	144.09	ditto	
CHITTAGONG.	Cachar ...	ditto	ditto	91.37	ditto	From 5th June.
	Hylakandy ...	0.20	Not received	92.45	26th Nov 1871	
	Koyah ...	0.10	0.10	103.83	3rd Dec. 1871.	
	Chittagong { Telegraph Office ...	Nil	Nil	102.78	3rd Dec. 1871	
	{ Jail ...	ditto	ditto	107.17	ditto	From 22nd September.
	Cox's Bazar ...	ditto	Not received	163.60	26th Nov. 1871.	
	Itanagar Hill ...	ditto	Nil	98.78	3rd Dec. 1871	
	Noakhally ...	ditto	ditto	132.83	ditto	
	Tipperah ...	ditto	ditto	97.43	ditto	Not recorded 27th Feb. to 5th Mar.
	Brahmanbariah ...	ditto	ditto	111.32	ditto	
COCH BEHAR.	Akyah ...	ditto	ditto	109.30	ditto	
	Cooch Behar ...	ditto	ditto	12.54	ditto	
	Buxa ...	0.18	ditto	167.51	ditto	Not recorded 27th Feb. to 5th Mar.
	Gaipurah ...	0.20	ditto	85.09	ditto	
	Dhooobree ...	Not received	Not received	67.53	5th Nov 1871	
	Tura (Garo Hills) ...	Nil	Nil	107.54	3rd Dec. 1871	
	Darjeeling { Telegraph Office ...	Not received	Not received	124.54	31st Oct. 1871.	Not recorded since 6th August.
	{ Hospital ...	0.08	Nil	117.10	3rd Dec. 1871.	
	Rungbee ...	Not received	Not received	100.91	31st Oct. 1871	
	Falacottah ...	ditto	ditto	43.97	6th Aug 1871	
ARUN.	Julpigoores ...	Nil	Nil	91.80	3rd Dec. 1871.	Not recorded since 6th August.
	Boda ...	Not received	Not received	64.08	19th Nov. 1871.	
	Tezporo ...	0.87	Nil	82.88	3rd Dec. 1871.	Not received 9th to 15th Oct. From 30th Jan.
	Nowgong ...	0.60	ditto	127.41	ditto	
	Mungledye ...	0.29	Not received	87.39	26th Nov. 1871	
	Burpettah ...	Nil	ditto	79.57	ditto	
	Gowhaty ...	ditto	Nil	56.02	3rd Dec. 1871	Not received 25th Sept. to 1st Oct.
	Sechaangor ...	2.05	Not received	118.31	26th Nov. 1871.	
	Jorehaut ...	0.92	ditto	92.81	ditto	
	Golaghat ...	0.27	ditto	105.96	ditto	
ARUN.	Nazerrah ...	1.63	ditto	111.47	ditto	From 22nd February and not received 13th to 19th Nov.
	Debrooghur ...	0.10	ditto	107.40	ditto	
	Suddya ...	0.56	ditto	92.28	ditto	
	Shillong ...	Nil	ditto	69.71	ditto	
	Cherrapunjee ...	ditto	Nil	314.15	3rd Dec. 1871	Not received 30th Oct. to 5th Nov. Not received 11th to 21st Sept., and 16th to 22nd Oct. From 18th February
	Jaowai ...	ditto	Not received	120.60	26th Nov. 1871	
	Samoogooding ...	ditto	ditto	57.48	ditto	

FANINDRA MOHAN BASU,

For Meteorological Reporter to the Govt. of Bengal.

CALCUTTA.

The 9th December 1871.

Meteorological Telegraphic Report for the period 3rd to 9th December 1871.

STATIONS.	Date	Hour.	Barometer reduced to 32°.	Barometer reduced to sea-level.	THERMOMETER		Humidity Sat. =100.	WIND.		Rain.	Clouds.	Weather initials.
					Dry.	Wet.		Direction	Velocity.			
CALCUTTA.	Dec.											
	3rd	10	30.101	30.120	73.7	63	50	E N E	...	...	...	b
	16	20.073	20.081	77.2	63.5	43	N E	...	...	...	b	
	4th	10	30.116	30.113	73	62.2	53	N N E	...	...	...	b
	16	20.081	20.090	75.3	61.2	38	N W	...	...	...	b	
	5th	10	30.133	30.157	70.3	62	50	N W	...	...	...	b
	16	30.004	30.022	75.8	64.8	52	N W	...	...	...	b	
	6th	10	30.088	30.107	73	65.5	61	N W	...	...	...	b
	16	20.062	20.080	77.2	60.0	53	W N W	...	...	...	b	
	7th	10	30.115	30.133	75	67.5	65	W S W	...	...	...	b
	16	20.068	20.086	78.4	67.7	55	W by S	...	...	...	b	
	8th	10	30.104	30.123	70.6	64	60	W by N	...	...	...	b
16	20.074	20.092	76.9	65.5	50	N	...	...	...	b		
9th	10	30.085	30.104	73.0	64.0	54	N	...	...	...	b	
16	20.047	20.065	77.4	63.8	44	N W	...	...	...	b		
SATEOR ISLAND.	3rd	10	30.049	30.095	77	69	60	N E	6.1*	...	C	b, m
	16	20.084	20.090	80	69	51	N	9.1*	...	...	...	b
	4th	10	30.124	30.130	73	63	51	N E	6.7*	...	...	b
	16	20.093	20.099	79	66	47	N	7.0*	...	...	...	b
	5th	10	30.140	30.140	74	61	51	N N E	4.0*	...	C	b
	16	30.015	30.021	70	67	50	N E	5.7*	...	...	...	b, m
	6th	10	30.094	30.100	75	67	63	S E	2.7*	...	...	b
	16	20.070	20.085	80	70	58	S S E	6.0*	...	C	b	
	7th	10	30.114	30.120	73	60	68	N E	3.4*	...	C	b
	16	20.084	20.087	81	75	74	N	6.3*	...	C	b, m	
	8th	10	30.115	30.121	72	66	71	N N W	4.7*	...	...	b, m
	16	20.078	20.084	78	66	49	N N W	17.1*	...	...	b, m	
9th	10	30.100	30.100	73	66	62	E N E	6.0*	C	b, m		
16	20.073	20.070	79	66	47	N N E	8.1*	...	C	b, m		
CHITTAGONG.	3rd	10	20.004	30.107	74	65	50	N	5.4*	...	...	b
	16	20.010	30.023	76	62	41	Calm	8.5*	...	...	...	b
	4th	10	30.022	30.136	70	60	53	N N E	4.8*	...	...	b
	16	20.020	30.016	74	63	51	W	5.2*	...	...	...	b, m
	5th	10	30.052	30.147	71	63	61	N	4.0*	...	...	b
	16	20.030	30.024	76	62	41	W	5.3*	...	...	...	b, m
	6th	10	20.006	30.060	73	61	58	N N W	5.1*	...	...	b, m
	16	20.021	30.015	76	66	56	W	5.5*	...	...	...	b
	7th	10	30.012	30.107	69	63	70	N	5.2*	...	...	b
	16	20.083	20.077	75	65	55	W N W	4.1*	...	...	...	b, m
	8th	10	20.044	30.070	64	64	79	N	4.0*	...	...	b, m
	16	20.000	20.051	78	64	57	W N W	4.9*	...	...	...	b, m
9th	10	20.082	30.077	67	60	94	N E	4.2*	...	CK	b	
16	20.078	20.073	77	60	53	W	4.7*	...	...	...	b	
MADRAS.	2nd	10	30.020	30.050	83	73	60	E by N	8*	...	...	be
	16	20.030	20.060	82	73	63	N E	9*	...	...	...	be
	3rd	10	30.037	30.067	84	76	67	N E	10*	...	...	be
	16	20.043	20.073	80	73	70	N E	9*	...	...	...	be
	4th	10	30.051	30.081	81	73	66	N E by N	10*	...	...	be
	16	20.048	20.078	82	74	66	N E by N	10*	...	...	...	be
	5th	10	30.058	30.080	82	74	66	N N E	12*	...	...	be
	16	20.046	20.070	81	73	66	N E	13*	...	...	...	b
	6th	10	30.042	30.072	83	72	56	N E by N	12*	...	...	b
	16	20.028	20.058	83	70	49	N by N	12*	...	...	...	be
	7th	10	30.035	30.070	84	73	56	N E	11*	...	...	be
	16	20.035	20.065	80	72	60	N E by N	11*	...	...	...	be
8th	10	30.063	30.093	84	74	60	N E	9*	...	...	b	
16	20.054	20.084	84	73	56	S W	8*	...	...	...	be	
CUTTACK.	2nd	10	20.080	30.060	81	73	66	Calm	7.0*	...	KS	fair
	16	20.055	20.037	80	73	51	N N E	1.2*	...	...	CK, C	fair
	3rd	10	30.016	30.090	79	73	74	N N E	1.3*	...	KS	cloudy
	16	20.075	20.057	80	74	54	N E	2.4*	...	...	K, CK	cloudy
	4th	10	30.040	30.120	80	73	70	N E	1.4*	...	KS	fair
	16	20.085	20.067	85	71	47	Calm	2.6*	...	...	...	fair, b
	5th	10	30.030	30.122	78	71	19	Calm	8.0*	...	...	b, fair
	16	20.008	20.090	81	60	13	Calm	2.5*	...	...	...	b, fair
	6th	10	20.000	30.082	79	71	65	W S W	7.0*	...	...	b, fair
	16	20.075	20.057	86	72	18	N E	2.0*	...	...	...	fair
	7th	10	30.016	30.090	80	68	51	N E	1.1*	...	KS	fair
	16	20.085	20.067	85	72	50	N	2.0*	...	KS	fair	
8th	10	30.041	30.104	77	65	49	N N E	1.1*	...	...	fair	
16	20.033	20.070	82	67	12	N N E	3.8*	...	...	b, fair		
AKYAB.	3rd	10	30.033	30.040	72	65	66	N	2	...	...	b
	16	20.022	20.037	80	60	54	N N W	1	...	...	...	b
	4th	10	30.073	30.095	73	66	67	N N W	1	...	CK	b
	16	20.002	20.084	80	71	61	W N W	1	...	...	CK	b
	5th	10	30.085	30.107	76	69	68	N N E	1	...	...	b
	16	20.000	20.091	80	72	66	W	1	...	K	b	
	6th	10	30.068	30.090	71	67	80	N N E	1	...	...	b
	16	20.047	20.090	78	70	65	S W	1	...	CK	b	
	7th	10	30.046	30.068	71	67	80	N E	1	...	C, CS	b
	16	20.007	20.020	78	70	65	W N W	1	...	CS	b	
	8th	10	30.021	30.043	69	65	79	E N E	1	...	C, CS	b
	16	20.027	20.040	78	60	61	W N W	1	...	CS, S	b	
9th	10	30.043	30.063	73	69	76	N	1	...	CK	b	
16	20.044	20.066	70	72	60	N E	1	...	K, KS	b		

* Velocity of wind in miles per hour.

CALCUTTA,
The 9th December 1871.FANINDRA MOHAN BASU,
For Meteorological Reporter to the Government of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 1st to 7th December 1871.

Month.	Date.	Mean reduced barometer.	THERMOMETER.			Mean dry bulb.	Mean wet bulb.	Computed mean dew-point.	Mean degree of humidity.	WIND.			Rain.	Moon's phases.	GENERAL REMARKS.
			Highest reading.	Lowest reading.	Max. solar radiation.					Prevailing direction.	Max. pressure.	Daily velocity.			
Dec.	1st	Inches. 29.932	82.5	67.5	108.0	74.6	69.1	65.3	0.74	W S W	...	93.4	...	...	Clear and cirri. Slightly foggy at 8 P.M.
	2nd	991	82.3	67.0	137.0	74.1	67.2	62.4	.08	W N W & N N E	...	91.1	...	...	Clear and cirri.
	3rd	80.021	79.2	64.0	135.4	70.7	63.2	57.2	.64	E N E & N N E	...	110.2	...	...	Clear. Slightly foggy at 8 and 9 P.M.
	4th	.035	78.4	60.5	135.5	67.9	60.7	54.9	.65	N N E & N W	...	77.2	...	...	Clear. Slightly foggy from 7 to 11 P.M.
	5th	.050	77.3	59.9	132.5	67.7	61.8	57.1	.70	N W	..	66.5	...	(	Clear.
	6th	.023	79.2	61.1	135.0	69.6	63.6	58.8	.70	N W & W S W	...	54.8	..	...	Clear. Slightly foggy from 5 to 7 A.M.
	27th	.028	79.7	63.5	133.0	70.8	65.3	60.9	.72	W S W & W by N	...	60.9	...	...	Clear.

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

The extreme variation of temperature during the past seven days		...	22.6
The max. temperature during the past seven days		...	82.5
The max. temperature during the corresponding period of the past year		...	79.0
The mean humidity during the past seven days		...	0.69
The mean humidity during the corresponding period of the past year		...	0.67
		Inches.	
The total fall of rain from 1st to 7th		... { by lower rain gauge	Nil
		... { by anemometer gauge	Nil
Ditto ditto average of seventeen previous years		...	0.06
Ditto between the 1st January and the 7th December		...	93.31
Ditto ditto ditto ditto, average of seventeen previous years...		...	68.94

CALCUTTA,
The 9th December 1871.

GOPEENAUTH SEN,
In charge of the Observatory.

